

# GRAIN DEALERS JOURNAL

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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England & Co., Chas., grain, hay.\*  
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Manger & Co., J. A., grain, seeds, hay.\*  
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Merigold & Co., A. I., chicken wheat specialists.  
Taft, R. C., grain broker.

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Electric Grain Elevtr. Co., consignments.\*  
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Heathfield & Co., Inc., W. G., strictly com'n.  
Irwin, Dudley M., barley.\*  
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McKenna & Rodgers, commission merchants.\*  
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Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
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Rogers Grain Co., commission merchants.  
Rosenbaum Bros., receivers, shippers.\*  
Rothchild Co., D., receivers & shippers.\*  
Rothschild Co., The Moses, general grain com'n.\*  
Rumsey & Company, grain commission.\*

### CHICAGO (Continued).

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Simons, Day & Co., grain merchants.  
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Thayer & Co., C. H., receivers-shippers.\*  
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Gates Elevtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elevtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., grain, seeds, hay, straw.\*

### COLUMBUS, O.

Myers & Baughman, grain and hay.

### DAVENPORT, IOWA.

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Purity Oats Co., buyers of grain.

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Ayres Mercantile Co., The, F. C., milling wheat.\*  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator, We buy & sell grain & beans.\*  
Hungarian Mill & Elevtr. Co., receivers.  
O'Donnell Grain Co., wholesale grain.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.\*  
Thompson Merc. Co., The, W. F., wholesale hay.  
Western Grain Co., mlg. wheat a specialty.

### DETROIT, MICH.

#### Board of Trade Members.

Carson & Co., H. C., beans, wheat, oats.\*  
Caughy-Jossman Co., grain & seeds.\*  
Cumont, Roberts & Co., receivers, shippers.\*  
Buxton, C. R., gr., hay consignments, a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*  
Swift Grain Co., receivers & shippers.\*

### FORT WORTH, TEX.

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### FRANKFORT, IND.

Frank & Co., William, grain brokers.

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Elder, Fred W., whole, grain, hay, mill pdts.\*  
Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

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#### Board of Trade Members.

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Petitt Grain Co., L. H., gr. com., recvrs., shprs.\*

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#### Board of Trade Members.

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Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Helmiller Grain Co., receivers and shippers.  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Lowitz & Co., E., grain commission.\*  
McCardle-Black Co., grain merchants.\*  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
Mutual Grain Co., grain commission.\*  
Rich Grain Co., grain commission.\*  
Shotwell & Co., C. A., commission, bkg.  
Urnston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

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Aylsworth Grain Co., receivers, shippers.\*  
Bruce Bros. Grain Co., consignments.  
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Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Henton Kuhn Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
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Fowler Grain Co., Lev., receivers & shippers.  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carlsner, recvrs. and shprs. of grain.\*  
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Moore-Seaver Grain Co., receivers & shippers.\*  
Murphy Grain Co., grain commission.\*  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, milo.\*  
Secular-Bishop Grain Co., consignments.  
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.\*  
Terminal Elevators, receivers, shippers.\*  
Twidale-Wright Grain Co., consignments-futures.  
Thresher Fuller Grain Co., grain commission.\*  
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Western Grain Co., shipper (a specialty).\*

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### MANSFIELD, OHIO.

Goemann Grain Co., grain buyers.\*

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Buxton, E. E., broker and commission merchant.\*  
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Hasenwinkle Co., H. J., consignments.  
Nesley, J. L. Co., gr. brokers, alf. meal spec.\*  
U. S. Feed Co., grain, hay, millfeed.  
Webb & Maury, brokers and com. merchants.\*

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#### Chamber of Commerce Members.

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Hensley & Owen, grain commission.\*  
Kamm Company, P. C., barley and rye.\*  
Owen & Brother Co., grain commission.  
Rankin, M. G., & Co., grain and feed.  
Rialto Elevtr. Co., grain receivers & shippers.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

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#### Chamber of Commerce Members.

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Gould Grain Co., receivers & shippers.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
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McCaull Dismore Co., consignments solicited.\*  
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Van Dusen-Harrington Co., grain merchants.\*  
Woodward Newhouse Co., grain merchants.\*  
Zimmerman, Otto A., barley & oats my spec'ity.\*



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

## NEW ORLEANS, LA.

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Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Gr. Co., grain merchants.  
Marshall Grain Co., grain merchants.\*  
Oklahoma Export Co., mlg. wheat wanted.\*  
Okla. City M. & E. Co., grain mer., mfrs.\*  
Perkins Grain Co., W. L., we busy & sell.\*  
Rutledge Grain Co., com. merchants.

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Grain Exchange Members.

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Beall Com'n Co., receivers & shippers.  
Blanchard-Niswonger Co., recvrs. & shprs.\*  
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Dawson Grain Co., grain commission.  
Holmquist Elevator Co., receivers and shippers.\*  
Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.  
Merriam Commission Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
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Uplike Grain Co., consignments.\*

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Conover Grain Co., E. B., grain commission.\*  
Consumers Grain Co., grain receivers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*

## PEORIA (Continued).

Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Warren Com. Co., consignments.\*

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Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Stites, A. Judson, grain and millfeed.\*  
Taylor & Bournique Co., shippers corn-oats.\*  
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Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.  
McCague, R. S., grain, hay.  
Walton Co., Samuel, grain and hay.\*

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Graham & Martin Grain Co., grain commission.\*  
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Hunter Grain Co., grain merchants.  
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Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
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Toberman, Mackey & Co., grain, hay, seeds.\*  
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King & Co., C. A., grain and seeds.  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain recvrs., shippers.  
Zahn & Co., J. F., grain, seeds.\*

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Board of Trade Members.

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Williamson Grain Co., grain com'son.

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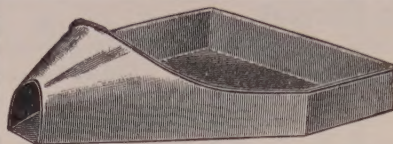
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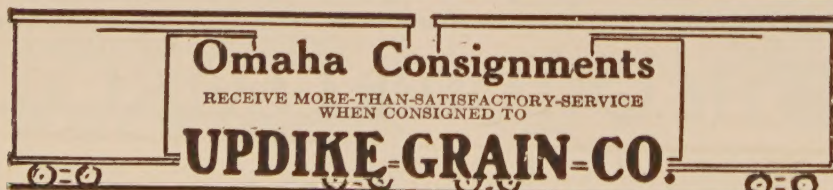
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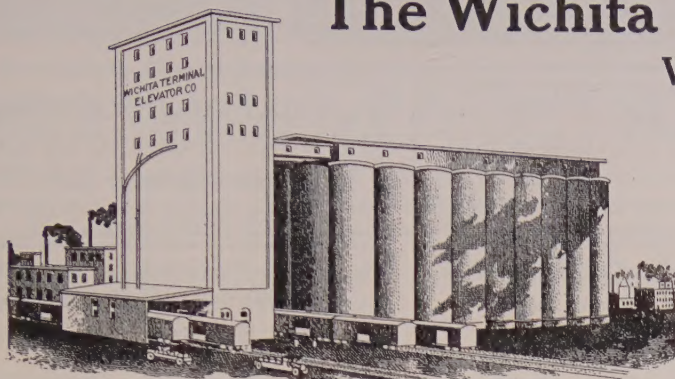
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SHIP YOUR  
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This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net bushels and pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS' JOURNAL, 305 So. La Salle Street, CHICAGO, ILL.



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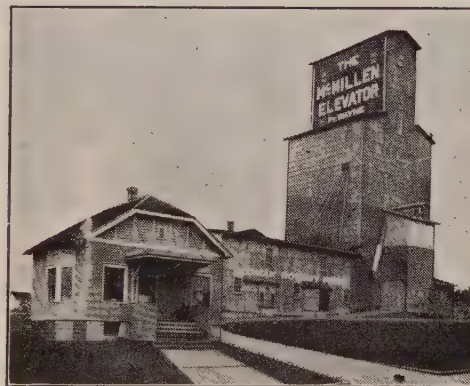
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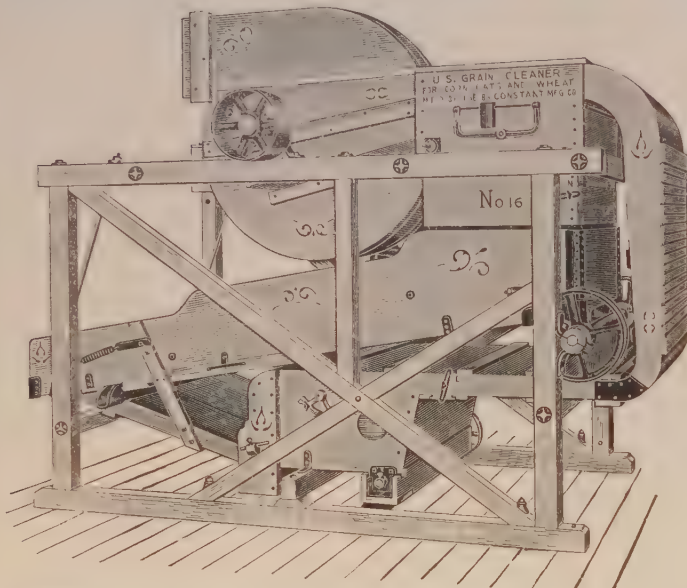
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**6000 SHIPPERS**  
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GLIDE TRANSMISSION BELTS

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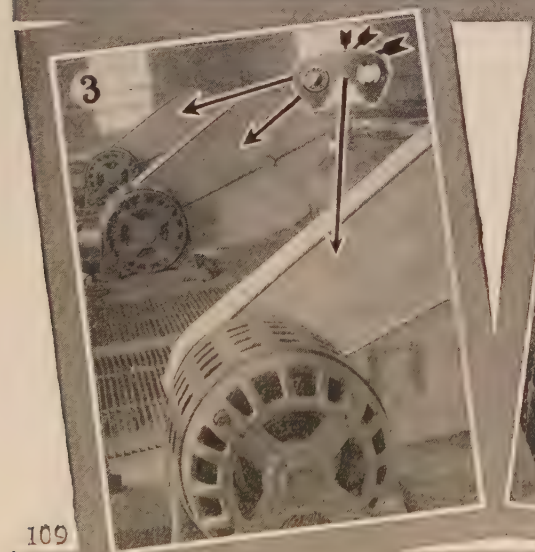
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## SILENT CHAIN DRIVES

### In The Public Grain Elevator, Port of New Orleans



WHERE reliability is an important factor in the operation of any machinery, progressive engineers and builders are employing silent chain drives. They are over 98% efficient.

Increased production cannot be obtained or maintained if the power from motors to machine is wasted by slipping leather and rubber belt drives. Stop this waste now.

Link-Belt Silent Chain cannot slip. It is "Flexible as a Belt—Positive as a Gear—More Efficient than Either."

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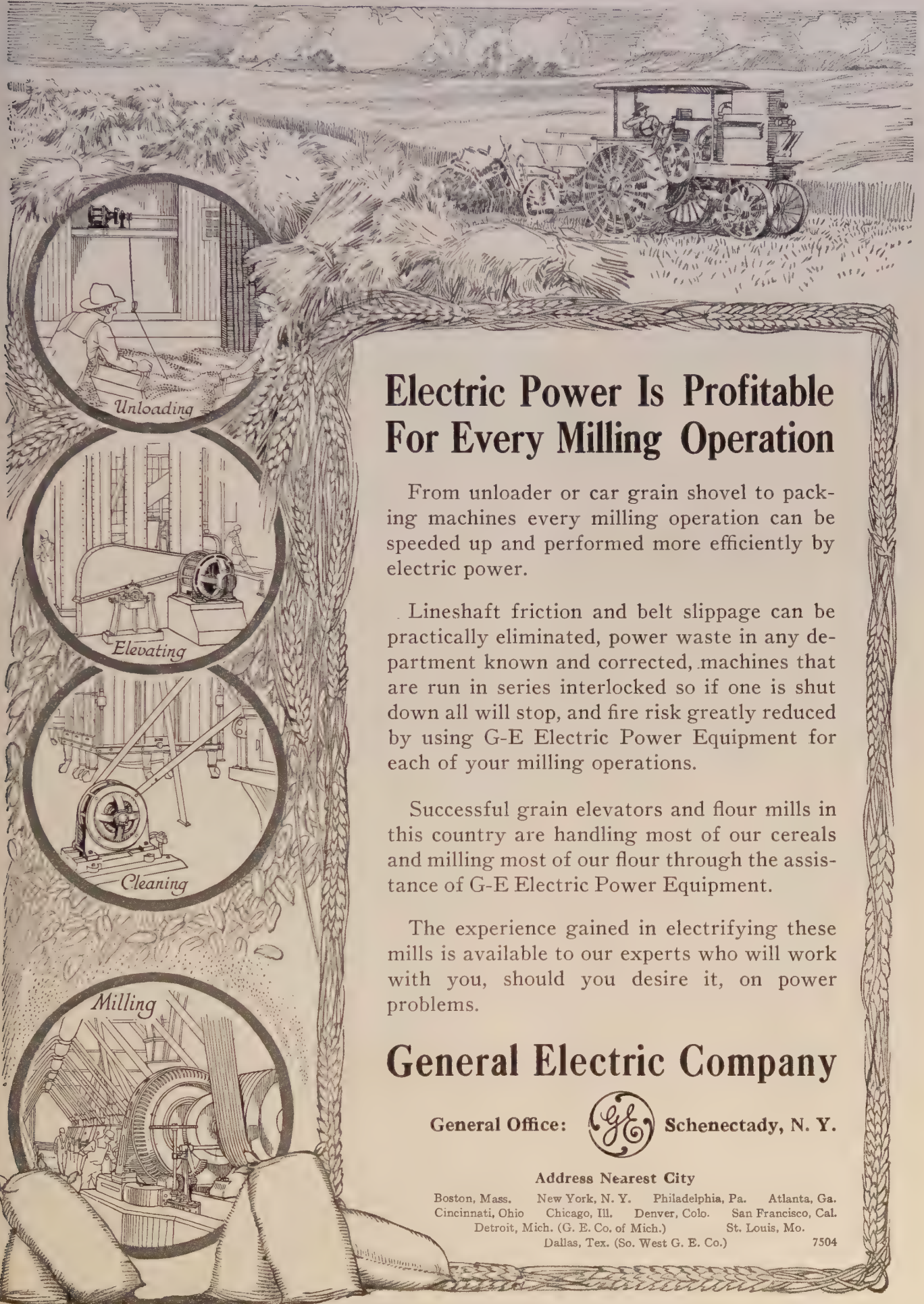
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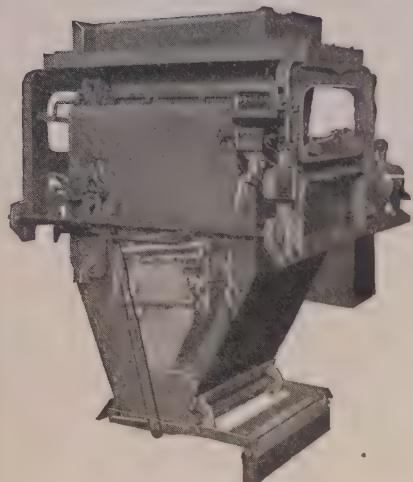


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again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee.

This is proof of the HUMPHREY efficiency in power man-lifts. Saves time and energy of workman.

Write for prices and detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

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### GRAIN DEALERS JOURNAL

305 So. La Salle St.

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They have made good with a punch wherever used, since the day when first the keen, analytical minds of the expert rubber belt makers of the "House of Goodrich" began the development of a master belt for the well defined grain elevator field.

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FOR

# Grain Hospitals

THE EUREKA

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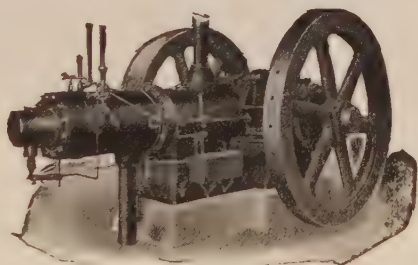
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The Extraordinary Fine Work  
done by these machines in Minneapolis has been  
the cause of our selling a large number of Separators  
FOR HANDLING BAD

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which other machines cannot successfully clean.

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have water cooled journals, air starter, mechanical oiler. In simplicity and reliability they have no equal. Carburetors, electric ignition and valve gears left out. Starts and operates on crude or fuel oil. As steady as steam and dependable as the sun.

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or anything used in a grain elevator

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Grain Dealers Journal, 305 So. La Salle St., Chicago





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Are you getting everything possible out of your raw material?

Are you using more power and lubricants on present equipment than the Bauer machines would?

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Springfield, Ohio

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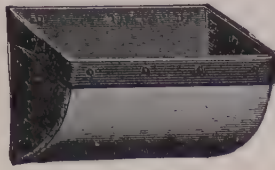


# Just a Few Suggestions for Your Elevator

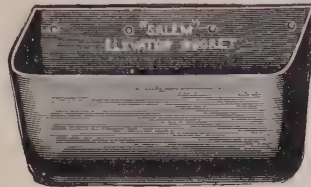
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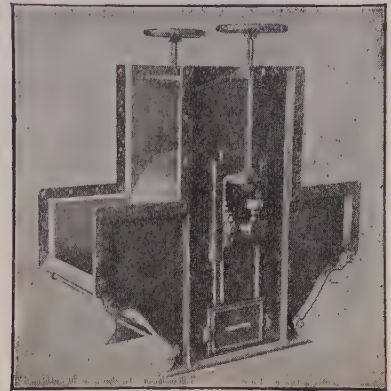
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Empire Buckets.



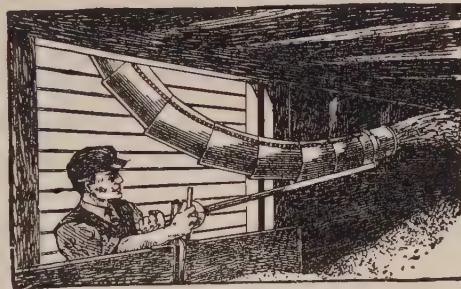
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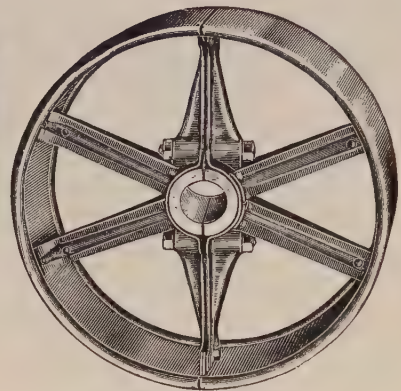
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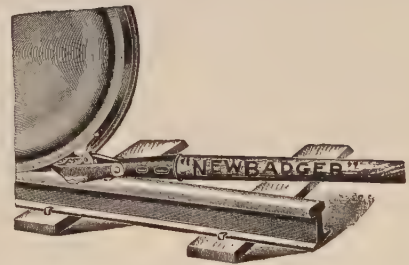
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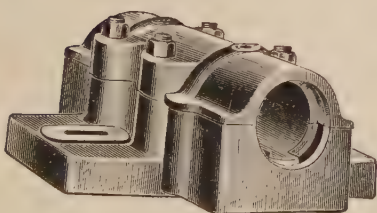
Cup Belting.



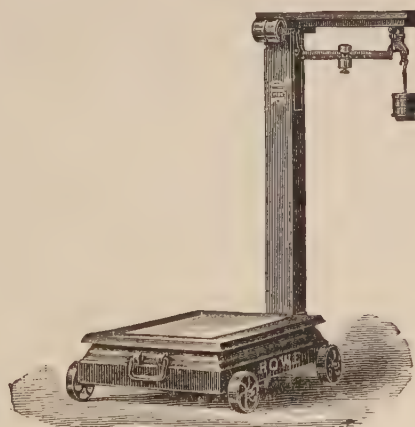
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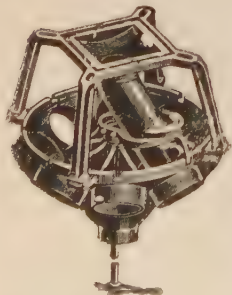
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(Elevator Leg)

When we conceived the idea of the HALL SPECIAL LEG we had one great big thought before us, that elevator owners are no longer satisfied with half work; what they want is a leg that won't keep a man constantly at the feed gate to prevent chokes and watch cups ascending half full. So we designed a leg to operate on a commercial basis. We figured your standpoint and found that it cost you more money than putting in the right system of transportation in the first place; and resolved to save you the constant expense, shortened profits, and worry that comes with confusion, lost motion and waste.



The elevator operator and the bin capacity are worth more than the machines operated. THE HALL SIGNALING DISTRIBUTOR increases the efficiency of the man, enables him to do more business, and keeps all his grain from mixing. It increases the available bin capacity, and enables the owner to handle more grain.

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AMILSCO "SP"

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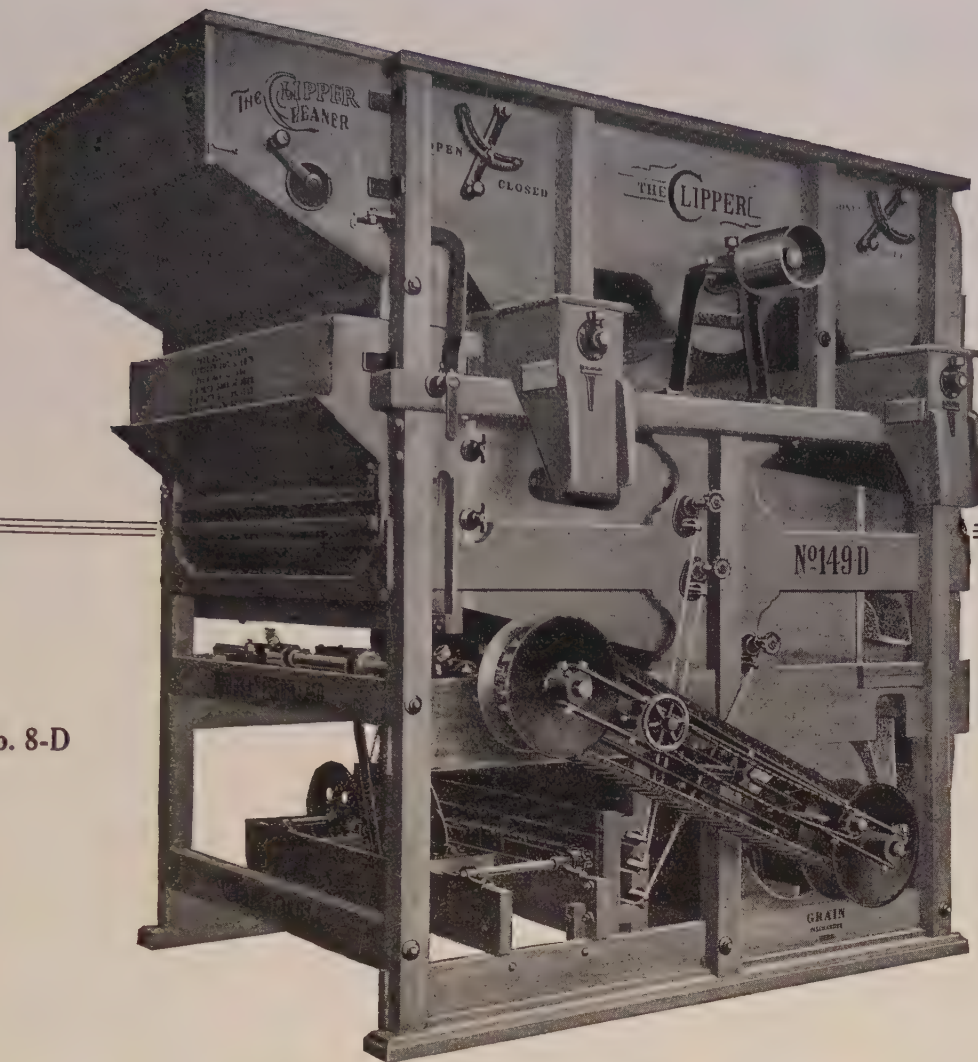


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use our Grain Dealers Air Tight  
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No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

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The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

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**ELEVATOR MACHINERY**

**G**RAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS, CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

**THE C. O. BARTLETT & SNOW CO.**  
CLEVELAND, OHIO, U. S. A.

**JACKS**

**FOR LIFTING CONCRETE FORMS**

Manufactured and Sold by

**Nelson Machine Co.**

WAUKEGAN, ILL.

In use by many large Elevator Builders

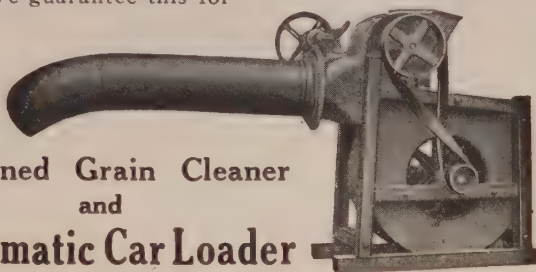
**CLEAN AND LOAD IN ONE OPERATION**

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

**Combined Grain Cleaner  
and**

**Pneumatic Car Loader**



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

**MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.**

**PAYS  
FOR ITSELF**



Loads every car to full capacity without scooping in dusty car. Improves grades. Cannot injure the tenderest grain. Simple and easy to install and operate. It will pay you to write for booklet, "Don't Swallow the Dust." Do it now.

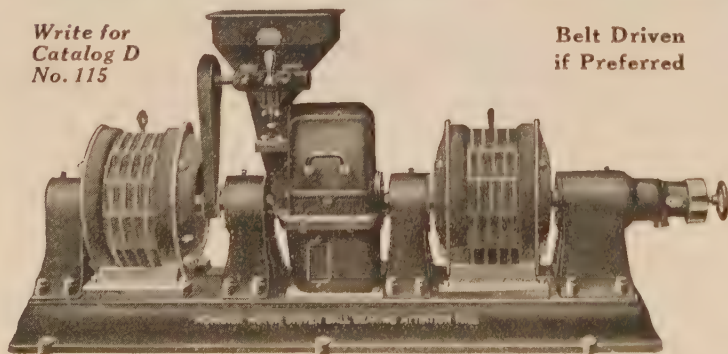
**MAROA MFG. CO.**  
Dept. G. **MAROA, ILL.**  
Boss Car Loaders.

**The Investment Warranted by the Saving Effectuated**

Even though you receive no profitable returns through better grinding and increased custom—which you surely will—the savings which you can accomplish through its use, will repay you for your investment in

**The Monarch Ball Bearing Attrition Mill**

Write for  
Catalog D  
No. 115



**Belt Driven  
if Preferred**

Bearings never wear down or burn out and necessitate adjustment or rebabbiting or tramming of the plates.

Friction is reduced to a point where the saving in power amounts to about—say 25% to 50%.

Oil waste is eliminated and a saving of 95% in lubrication expense is accomplished by the use of grease in compression cups.

Maintenance cost is reduced to the lowest point and grinding is rapid and uniform.

Write for Catalog D—No. 115. A postal card will do.

**SPROUT, WALDRON & COMPANY**

Mill Builders and Milling Engineers

Main Office and Works, MUNCY, PA.

P. O. Box No. 26

Chicago Office: No. 9 So. Clinton

**If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal**



## BOWSHER FEED MILLS

Crush ear corn (with or without shucks) and grind all kinds of small grain. Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

**Write for Catalog** and folder about the value of different feeds and manures.

**The N. P. BOWSHER CO.**  
South Bend, Ind.

## GROW HEALTHY STOCK



## STOP THE LEAK



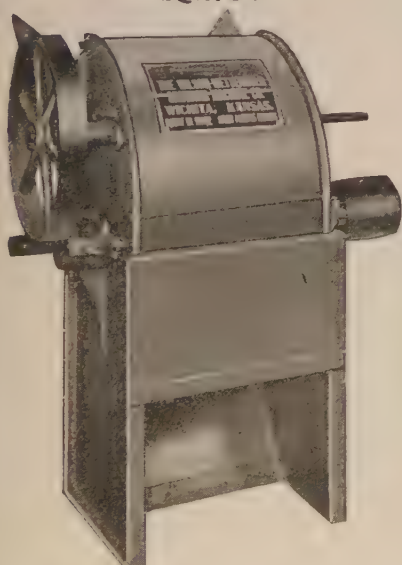
by using the Edgar Security First Car Seal. It furnishes positive evidence to locate and stop pilfering for less than a one cent postage stamp per car.

Ask us for prices and samples NOW.

**Edgar Steel Seal & Mfg. Co.**  
Lawrence, Kansas

## The W-W Feed Grinder

No Burrs  
No Plates  
No Sharp Edge  
Knives



**GRINDS** Alfalfa, Corn Fodder, Ear Corn with or without shucks, Head Kaffir, Small Grain, Etc.


Not injured by small stones bolts or nails. **Catalogue FREE.**

**Wilson - Wetterhold Grinding Machine Co., Wichita, Kan.**

## Cover's Dust Protector

Rubber Protector, \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



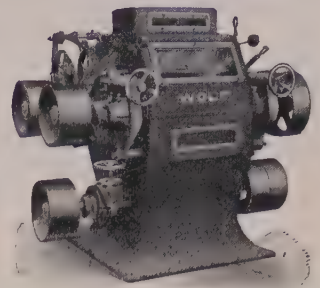
## FLOUR MILL ENGINEERS

Profitable milling is dependent upon the completeness and efficiency of the entire system—dependable machines scientifically built into an efficient system.

The Wolf "Super Type" Double Roller Mill is a very important part of the milling system—ask for full description. Send your mill troubles to our Engineering Department—the expert engineers may be able to help you.

## THE WOLF COMPANY

Chambersburg, Pa.



Builders of Complete  
Flour Mills.

## Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

## J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

## COMPARE THE GRINDING

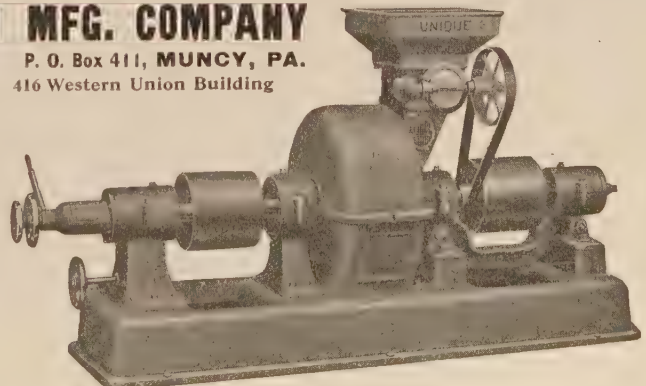
done with the **Unique Ball Bearing Attrition Mill** and that done with a small plain bearing plate mill. If you have been using the latter, you will be surprised at the extra fine grinding done with the **UNIQUE**.

It will not cost you more than two cents to get samples of feed ground on the **UNIQUE**. Spend the two cents on a post card and write

## ROBINSON MFG. COMPANY

Office and Works: P. O. Box 411, **MUNCY, PA.**  
Chicago Office: 416 Western Union Building

Minneapolis, Minn.  
Boston, Mass.  
Tulsa, Oklahoma  
Salisbury, N. C.  
Louisville, Ky.  
E. Akron, Ohio



Mill of TODAY—Motor or Belt Drive



# CONFIDENCE

IN ANY PRODUCT VERY PROPERLY RESTS UPON THE EVIDENCE OF ITS MERIT. THAT IS WHY, IT IS EASY TO SHOW THAT

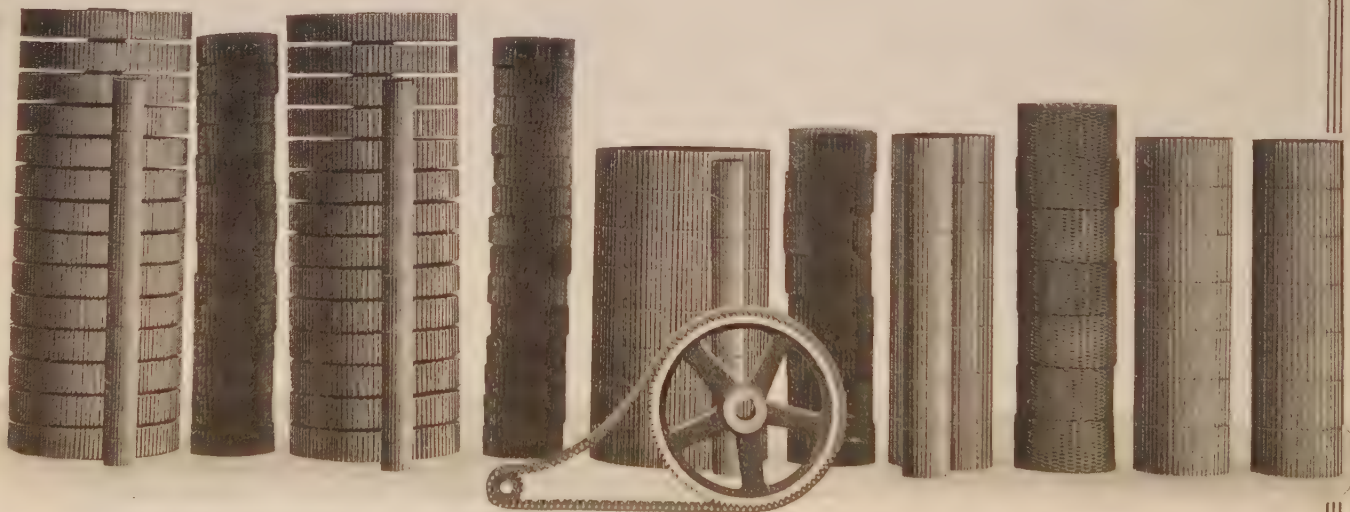
## AMERICAN HIGH SPEED CHAIN JUSTIFIES YOUR CONFIDENCE

ITS DESIGN AND CONSTRUCTION HAVE STOOD THE TEST IN ACTUAL OPERATING PERFORMANCE IN EUROPE AS WELL AS THE UNITED STATES CONTINUOUSLY SINCE SILENT CHAINS OF ANY TYPE HAVE BEEN BUILT.

IF YOU ARE THE ENGINEER SEEKING TO GIVE YOUR CLIENT THE BEST OR ARE YOURSELF THE BUYER, CONSULTING YOUR OWN BEST INTEREST, THE RECORD MADE BY

## AMERICAN HIGH SPEED CHAIN

CHALLENGES YOUR INVESTIGATION AND INVITES YOUR INQUIRY.



AMERICAN HIGH SPEED CHAIN DRIVES INSTALLED BY LARROWE MILLING & CONSTRUCTION CO.

## ABELL-HOWE COMPANY

*NATIONAL DISTRIBUTOR*

565 WASHINGTON BOULEVARD

CHICAGO

BOSTON

NEW YORK

PITTSBURGH

CLEVELAND

DETROIT

INDIANAPOLIS





The careful Elevator Man will prepare for the coming Spring. It does not require much imagination to anticipate the trouble that is in store for the concern buying Corn by the old "Guess" Methods.

**The FLINT-BROWN-DUVEL MOISTURE TESTER** should be installed at once. It will save you Dollars. Write or wire. Get our booklet, **DEROO & SON, Inc.** Flint, Mich.



1500 Ton All Steel Coal Storage Tank

## G-W COAL ELEVATORS and CONVEYORS

repay their costs many times over in the saving of time, labor and demurrage.

If your conditions are different the hundred or more illustrations in our Catalog may suggest a solution of your problem.

We design and manufacture Coal Elevators, Conveyors, Belt and Apron Conveyors, Pockets, Screens and Chutes, Wagon Loaders, Bagging Hoppers. Write for Catalog No. 16G.

**GIFFORD-WOOD CO.**  
Chicago Office: 565 W. Washington St.  
Works: Hudson, N. Y.



## For Safety or Economy

The only SANE, SAFE thing to do is recover the dust with all-metal fireproof

## Knickerbocker "1905" Cyclone DUST COLLECTOR

**The Knickerbocker Co.,**

**Jackson, Michigan**

## The Automatic Dump Controller

USED EVERYWHERE

WHY!



Efficiency is one of the greatest necessities today. There will be a vast amount of grain handled during the coming Seasons especially, on account of the War Situation. Therefore speed and accuracy are very much in need. You cannot wait to repair your dump between loads, you must have the equipment that will handle your dump without jarring and bumping, and without frightening the horses.

A Soldier of the Dump, am I,  
A Soldier brave and true,  
I passed them ol' exam's, just why  
Is what I'm telling you.  
You see I'm good as good can be,  
I b'lieve in great simplicity—  
When the wagons drive upon the  
dump,  
I don't allow that jerk and bump,  
I just say, Boys, "Be kerful Sil  
And gently let the ol' cat die,"  
And down she sinks with ease so  
sweet.  
That if it were a dream complete,  
You could not ask for more.

Circulars upon request.

**L. J. McMILLIN**  
523 Board of Trade Bldg.,  
INDIANAPOLIS, INDIANA



### Are You Wasting Money?

Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Testor Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

## Your Advertising Seed

may grow anywhere, but you are sure to reap a bountiful crop of large orders when planted in our "Seeds Wanted - For Sale" department.

## GRAIN ELEVATOR BUILDERS

### FIRE PROOF GRAIN ELEVATORS

**DEVERELL, SPENCER & CO.**

Garrett Building  
BALTIMORE, MARYLAND

### A. F. ROBERTS ERECTS

ELEVATORS, CORN MILLS, WAREHOUSES  
**FURNISHES** PLANS, ESTIMATES, MACHINERY  
SABETHA, KANSAS

### D. F. HOAG & CO.

Designers and Constructors of  
**GRAIN ELEVATORS**  
202-4 Corn Exchange, Minneapolis

### L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity  
523 Board of Trade Bldg., Indianapolis, Ind.



**Burrell Built Elevators**  
are Better—  
the kind you need  
**Burrell Eng. & Cons. Co.**  
Chicago  
Portland Oklahoma City

### R. M. Van Ness Construction Company

203 Grain Exchange, Omaha, Neb.  
Designers and Builders of  
**MODERN GRAIN ELEVATORS**  
Plans Submitted Correspondence Solicited



## GRAIN ELEVATOR BUILDERS

*Be Satisfied This Season!*

**"YOUNGLOVE does all the  
Contract calls for and MORE."**

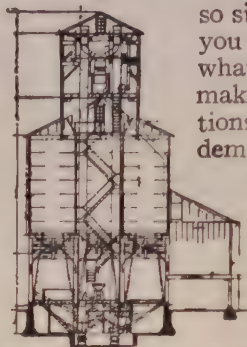
Concrete and Tile  
Quick Service

Cribbed and Balloon  
Guaranteed Work

REPAIR SPECIALISTS

**YOUNGLOVE CONSTRUCTION CO**  
412 United Bank Bldg. SIOUX CITY, IOWA.

NOT A CHINESE PUZZLE, BUT READABLE  
**PLANS and ESTIMATES**



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance  
Construction Co.**  
Board of Trade INDIANAPOLIS, IND.



R. E. Jones Co., Wabasha, Minn.

We have the most complete organization in the Northwest for the construction of

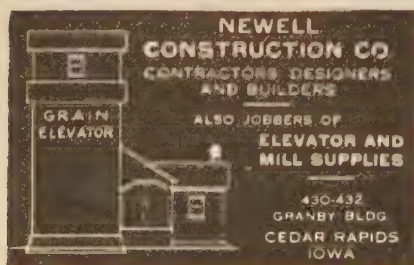
**GRAIN and COAL  
ELEVATORS**

**T. E. Ibberson Company**  
MINNEAPOLIS, MINN.

**EFFICIENT ERECTING CO.**

We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG  
6803 Parnell Ave., Englewood, Chicago, Ill.



**Decatur Construction Co.**  
ENGINEERS AND BUILDERS  
OF GRAIN ELEVATORS  
510-512 Wait Building  
DECATUR ILLINOIS

**W. C. BAILEY**  
Contracts and Builds  
**Modern Grain Elevators**  
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.  
433 Range Bldg., OMAHA, NEBR.

**R. C. STONE ENGINEERING CO.**  
320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.  
DESIGNERS AND BUILDERS OF  
**CONCRETE AND WOOD ELEVATORS**  
CORRESPONDENCE SOLICITED

**HICKOK Construction Co.**  
**MINNEAPOLIS ELEVATORS**  
818 Flour Exchange

**C. E. BIRD & CO.**  
Grain Elevator Builders  
Minneapolis, Minn.

**B. J. CARRICO**  
1501 Commerce St., Ft. Worth, Texas  
Designer and Contractor of  
**CONCRETE and WOOD**  
Elevators and Flour Mills

**Your Individual Needs**  
are respected when your elevator  
is designed and built by  
**W. H. CRAMER CONSTRUCTION CO.**  
NORTH PLATTE, NEBR.  
Write for Details of Our System

**H. Z. BALLINGER**  
CONTRACTOR-DESIGNER  
GRAIN ELEVATORS--EAR CORN PLANTS  
COMPLETE  
Unity Bldg., Bloomington, Ill.

**MACDONALD ENGINEERING CO.**  
DESIGNERS AND BUILDERS OF  
**GRAIN ELEVATORS**  
MONADNOCK BLDG. CHICAGO, ILL.

**BIRCHARD  
CONSTRUCTION CO.**  
CONTRACTORS GRAIN ELEVATORS  
Mills and Warehouses  
Especially Designed for Economy of  
Operation and Maintenance  
1125 J Street LINCOLN, NEB.



**Our New Booklet  
of  
Elevator  
Construction**

Write for Catalog C-2.

**White Star Co., Wichita, Kans.**

**Want an Elevator?**

Then consult the "Elevators  
for Sale" columns in this issue  
of the Grain Dealers Journal.





Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

**Folwell-Ahlskog Co.**

McCormick Bldg. - Chicago, Ill.

*Write us for Estimates and Proposals*

## NORTHERN CENTRAL ELEVATOR

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania R. R.

**JAMES STEWART & CO., Inc.**

Capacity  
5,000,000 Bushels

Designers and Builders  
GRAIN ELEVATORS  
IN ALL PARTS OF THE WORLD  
GRAIN ELEVATOR DEPT.  
15th Floor, Westminster Bldg.  
CHICAGO  
W. R. SINKS, Manager



## Canadian Government Grain Elevator

Port Arthur, Ontario

*Capacity 3,500,000 Bushels*

The Last Word in GRAIN ELEVATORS

Designed and Built by

**Barnett-McQueen Co., Limited**

OFFICES { FORT WILLIAM, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.



## MILLER & HOLBROOK

Decatur, Ill.

**DESIGNING ENGINEERS**

**Reinforced Concrete Elevators, Large or Small**

Let us prove that our service will save you money on first cost — maintenance and operation.

*ESTIMATES ON REQUEST*





CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central . . . . .	Sec. A, 1915 . . . . .	B, 1916. C, D, E, 1917
Shredded Wheat . . . . .	1911 . . . . .	1913 & 1914
Connecting Terminal . . . . .	1914 . . . . .	1916
A. J. Wheeler . . . . .	Monarch Elevator . . . . .	Wheeler Elevator
Superior . . . . .	1914 . . . . .	1916
Archer Daniels Linseed Co. . . . .	1915 . . . . .	1916
The Record of Satisfactory Work . . . . .		Its Reward

## MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.



**T**HIS reinforced flour mill for the Quaker Oats Company, located at Cedar Rapids, Iowa, was constructed by us in 1917. The building was completely cast in the short time of two months.

We constructed the Quaker Oats Company's first reinforced concrete flour mill in Akron, Ohio, in 1909.

### LEONARD CONSTRUCTION CO.

WHITEHALL BUILDING  
NEW YORKMcCORMICK BUILDING  
CHICAGO

**W**E were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

### New York Belting & Packing Co.

91-93 Chambers Street  
NEW YORK124-126 W. Lake St.  
CHICAGO, ILL.2d Ave. N. and 3d St.  
MINNEAPOLIS, MINN.218-220 Chestnut St.  
ST. LOUIS, MO.





**Wichita Terminal Elevator, Wichita, Kansas**

Recently Completed. Total Capacity of Plant: 1,000,000 Bushels.

**Designing and Consulting Engineers for Entire Work**

**John S. Metcalf Company, Limited**

**GRAIN ELEVATOR ENGINEERS**

395 Collins Street  
MELBOURNE, AUSTRALIA

54 St. Francois Xavier Street  
MONTREAL, CANADA

108 South La Salle Street  
CHICAGO, ILL., U. S. A.

35 Southampton Street  
LONDON, W. C., ENGLAND



The 1,250,000 Bushel

**C. & N. W. Elevator**

at

**Council Bluffs, Iowa**

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

**WITHERSPOON-ENGLAR CO.**

1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS

**FEGLES-BELLOWS ENGINEERING CO.**

LIMITED

**ENGINEERS—CONTRACTORS**

GRAIN EXCHANGE,  
FORT WILLIAM, ONT.

UNION BANK BLDG.  
WINNIPEG, MAN.

**THIS IS WHAT WE DID IN 1917**

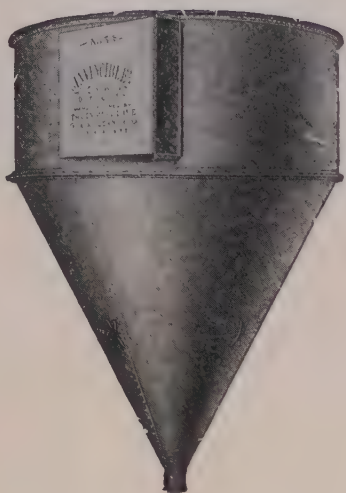
- 500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
- 175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
- 500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
- 1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
- Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
- Complete Fireproof Plant—Mill, Warehouse and Elevator—for the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona, Man.

**WE HAVE AN ENVIABLE RECORD FOR SERVICE**





Profit by the dust you are blowing away. It's a part of your invisible loss. Why let it get away from you. The INVINCIBLE Cyclone does the work.

## INVINCIBLE GRAIN CLEANER CO.

Department 4

SILVER CREEK, N. Y.

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Chicago, Ill., 1041 Webster Bldg.....A. H. Kay  
 Bristol, Tenn., 111 East 5th Street.....H. C. Purvine  
 Indianapolis, Ind., Board of Trade.....C. L. Hogle  
 Kansas City, Mo., 211 Postal Bldg.....F. J. Murphy  
 Minneapolis, Minn., and Winnipeg, Man.....Strong-Scott Mfg. Co.  
 Philadelphia, Pa., 5774 Hunter St.....C. Wilkinson  
 Toledo, Ohio, Jefferson House.....Bert Easley  
 San Francisco, Cal., 17th and Mississippi.....W. King, Pacific Coast Representative

# Order Armour's Fertilizers Now!

For immediate shipment in cars loaded to capacity. Railroads are overcrowded. Every day's delay lessens your chances of increasing or even growing normal crops.

**Don't Delay — Order Today**

## Armour Fertilizer Works

General Offices: CHICAGO

Atlanta, Ga.	Greensboro, N. C.	Wilmington, N. C.
Nashville, Tenn.	Jacksonville, Fla.	Augusta, Ga.
Baltimore, Md.	New Orleans, La.	Houston, Texas.

**WRITE NEAREST OFFICE**

**RAILS** Locomotives, Cars, Machinery, Piling, Tanks

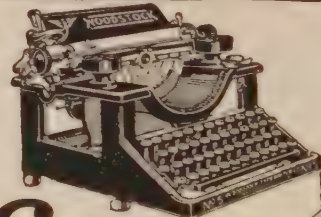
We've got too much to list here, so we've issued

Bulletin 230

68 pages - - - - - Get it now!

**ZELNICKER IN ST. LOUIS**

**WOODSTOCK**  
 BALL-BEARING STANDARD SINGLE-SHIFT



**6 in One**

The Leading Features of the Leading Machines all harmoniously combined in one handsome New Trouble-Free Writing Machine of the First Quality—In which you will find your own favorite feature of your own favorite typewriter, and the others besides.

**Improved—Simplified—Modernized**

Simple—Artistic—Durable—Efficient—Standard—42 Key—Single Shift—Ball Bearing—Quiet—Visible—Soft Touch—Light Action.

**In the Woodstock**

**You Will Find**

Every time-tested worth-while feature which you like in the machine you are used to, and you will also find the favorite features of the other standard makes which you wish your machine had. Yet in the Woodstock you will find this aggregation of high point features much improved and simplified, to fit the touch, the person, the mood, in a way that no other typewriter does—(The best operators say this).

Only a close-up view, an actual touch and trial of this excellent typewriter can convince.

**Investigate by all means**—We are at your service. Let us show you how easy it is to try one; to own one. Phone Central 5563; call up—call in—or write—

**Woodstock Typewriter Company, Chicago**

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.



## Are You Prepared

To do your part in the great conservation program that is confronting American citizens these days?

Do you realize that in your hands rests a very important part of this program?

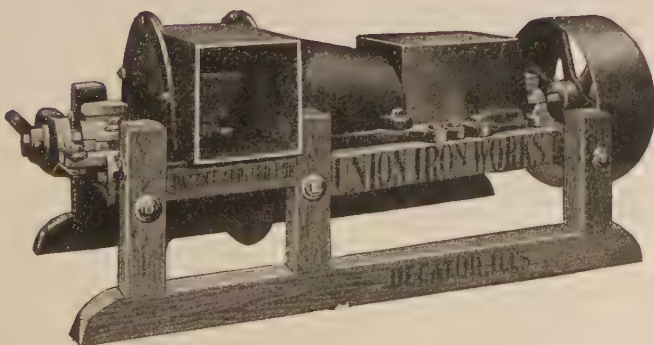
Through your elevator will pass the grain that is so vital to the upkeep of our glorious army and the folks that stay at home.

If your elevator is not equipped with up-to-date machinery, enabling you to handle the grain in the quickest and best way—without wasting any of it—you are not doing all you can in the furtherance of this great cause.

The time is not far distant when new crops will be ready to handle, and there is still large quantities of grain being handled, so it is up to you to thoroughly investigate your plant, find out what is needed, seeing that these needs are taken care of at once.

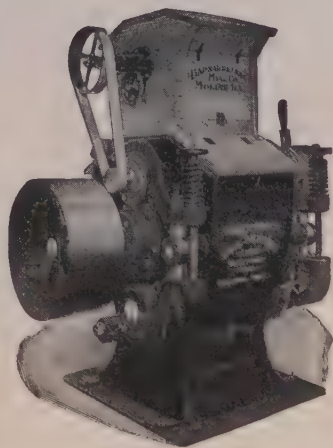
For your requirements in elevator equipment refer to us. The Western Line—the Conservation Line—is what you will eventually buy. Drop us a card for a catalog if one is not already in your possession.

**UNION IRON WORKS,                      Decatur, Ill.**





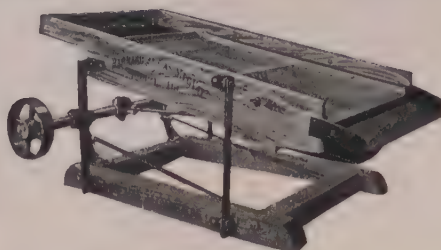
# Everything for Handling Grain



Feed Grinders

Barley Rolls

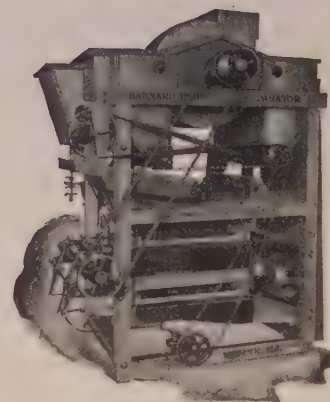
Screening Mills



Grain and Feed Screens



Pitless Shellers and Other Kinds

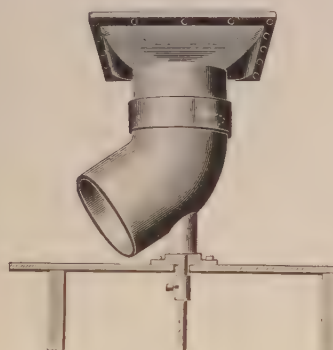


Grain Cleaners

Oat Clippers

Grain Shovels

Car Pullers



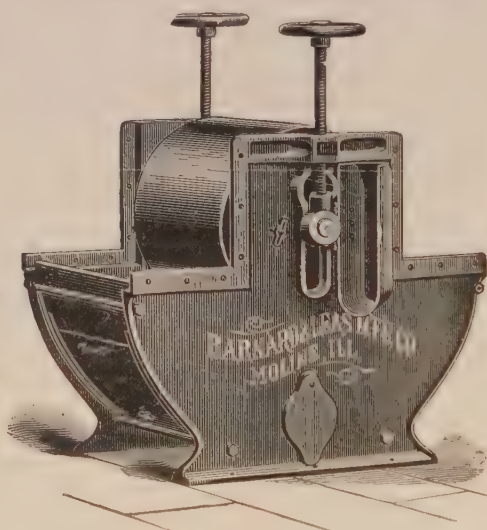
Friction Clutches

Rope Drives

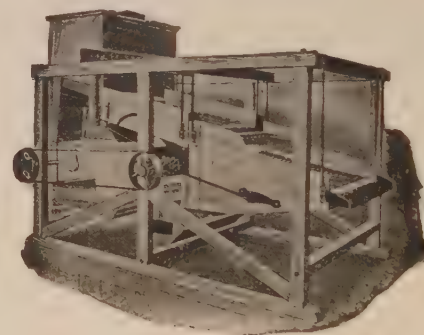
Pulleys and Hangers

Elevator Cups

Steel Conveyors



Heads and Boots All Kinds



Corn Cleaners

Dust Collectors

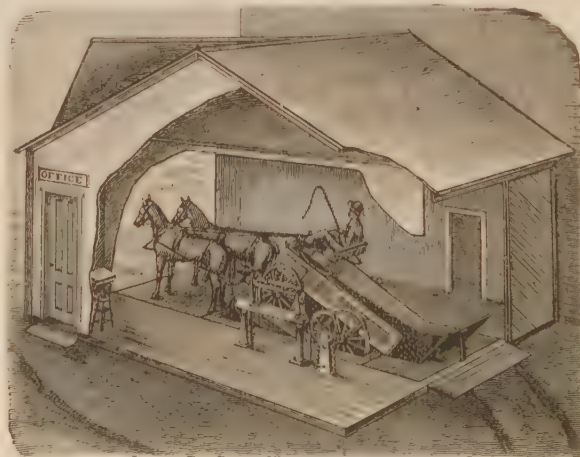
Perforated Metal

Belting

Wagon Dumps

Dump Scales

Automatic Scales



Shafting

Man Lifts

Turn Heads

## Barnard & Leas Mfg. Co.

Established 1860

Incorporated

MOLINE, ILL.



## War Affecting the Grain Trade.

THE STATE CABINET of New South Wales, Australia, is considering the substitution of stock raising for wheat production.

AN AGREEMENT between the Food Administration and envoys of Mexico provides for the exportation of corn and other foods to Mexico under the promise of impartial distribution.

GERMANY'S brewing industry is to stop. Because of the shortage of oats barley will be substituted for rations of the army horses, instead of providing beer for the soldiers.

GRAINS harvested in the United Kingdom in 1918 must be sold at prices fixed by the food controller. Prices named are: wheat and rye, \$2.17 per bu., barley, \$1.69 per bu., oats, \$1.11 per bu.

FARINA, cream of wheat and similar wheat products may no longer be manufactured in Canada, but the Food Controller may give permission for the manufacture of farina for the use of children and invalids.

REPORT that Pershing's forces in France have been compelled to reduce the bread ration and that live stock has been put on half rations because of lack of grain and forage has been emphatically denied by later cables.

BARLEY may not be shipped out of California except to fill old orders. Large quantities were bought by the Food Administration for shipment to Europe and it is feared a shortage for home consumption may develop.

SWITZERLAND has refused a German-Austria offer of 5,000 wagon loads of grain, which is badly needed, and is awaiting with impatience the arrival of the first consignment of American grain which has been forwarded.

WHEAT CONDITIONS in France show a betterment of 8 per cent over those of a year ago. If this increase in condition is maintained it will mean a big increase in production. Acreage for this year exceeds that of 1917 by 800,000 acres.

A BILL authorizing the President to order the registration and drafting of all men between the ages of 18 and 62 years to be used in the conduct of industries necessary for the war, was introduced by Senator McCumber and referred to the military com'te.

A GERMAN syndicate has brought suit against Roumania for 60,000,000 marks for breach of contract for failure to export grain to Germany after Roumania entered the war. The contract was for the exportation and was made before Roumania entered the war.

GREAT BRITAIN'S Food Controller is said to have issued an order permitting brewers to increase their output 20 per cent during the first quarter of 1918. The order also permits an additional increase of 13½ per cent for brewers supplying "necessary munition areas."

AMERICAN people have given promises to the cause of conservation, but they have not conserved, their pledges have not been kept. If this condition is not changed the alternative will be compulsory rationing. Steps will be taken, also, to prevent the hoarding of food in private homes. These statements are from an address by Herbert Hoover before food administrators of thirty-eight states. He added that the great effort of the Food Administration since its creation last May had not been productive of results.

A BREAD RATION of 11 ounces per day has been approved for France by a vote of 385 to 92 by the Chamber of Deputies. Provisional bread cards have been issued. Efforts are being made to produce more grain and it is thought there will be a material increase this year.

FORTY-ONE SHIPS of approximately 300,000 tons will be delivered to the Emergency Fleet Corporation near the end of February, having been requisitioned from private owners. Eighteen ships with a total dead weight tonnage of 145,091 tons will be completed in January.

GOVERNMENT agents at Winnipeg, Canada, have charged grain men with cornering the oats market with a view to forcing prices to an exorbitantly high level. The charges are being investigated by the Canadian Grain Commission, Dr. Magill, the chairman, expressing doubt of their reliability.

FLOUR MILLS of 75 barrels daily capacity or less, which heretofore were required to have a storage license only, now must take out a milling license, and conform to the rule requiring the production of a barrel of flour from 264 lbs. of wheat. Profits must be limited to the normal prewar average, and monthly reports filed.

WE ARE NOW not allowed to buy wheat in Indiana and Ohio unless we have the permission of the Government. This does not mean that the shippers in those states can not sell to us but it does mean that we must ask Mr. Irwin if we may book the wheat after it has been offered to us. —E. N. Williams of Liberty Mills, Nashville, Tenn.

BROOMHALL says a conservative estimate of new ships to be built this year is 7,000,000 tons. That is twice as much as Germany sank last year. He figures we will launch 4,000,000 tons, the British Empire 2,000,000 tons and other countries 1,000,000 tons. We will need most of the increased tonnage to transport and supply our troops.

POISON POLLEN, of a character said to destroy wheat was reported to have been spread over the wheat fields of California by German agents. An investigation was made by the agricultural department of the University of California and the statements characterized as absurd. The nature of wheat makes any such scheme of wholesale destruction impossible.

RESTRICTIONS on the exportation of colored beans, whether home grown or imported, have been removed by the War Board. With a few exceptions colored beans may now be exported to those countries mentioned in the second division of the President's proclamation of Aug. 27. Navy and lima beans are being closely conserved and license will not be granted to export either domestic or imported stock.

NEARLY all of the grain dealers and flour millers of New Mexico met at Albuquerque, N. M., Jan. 22, to receive from Henry Smith, associated with D. F. Piazek, who is head of the southwestern division of millers and grain dealers, a detailed explanation of the rules of the Food Administration. Mr. Smith's time was taken up almost entirely in replying to the hundreds of questions asked by the operators, and at adjournment the grain dealers had a supply of questions in reserve. Donald Stewart, Las Vegas, served as chairman and N. W. Benning, as sec'y. A stirring address on patriotism and winning the war was made by Neill B. Field.

WHEAT allotted to flour mills will decrease from month to month and it may even become necessary to consolidate groups of mills in different localities to lower the cost of production. Milling could be done for a group at one or two of the plants comprising it. There will not be enough raw material to keep all of the mills running more than a fraction of the time.—A. C. Loring.

BENJAMIN W. DEDRICK has been added to the board created by the Department of Agriculture and having in charge the investigation of the causes of and remedies for Mill Dust Explosions. He has been in charge of the milling course of the Pennsylvania State College. He was first assigned to the eastern district but later was transferred to the central division and will be located at Chicago.

NEW ZEALAND'S wheat acreage for 1917-18 is given by U. S. Consul General Alfred A. Winslow as 293,000 acres. With the usual deductions the net acreage would be 189,000 acres. The New Zealand cabinet has decided that the purchase and distribution of next season's wheat crop should be controlled by the board of trade and that the maximum price should be \$1.41 per bu. The estimated yield is 30 bus. to the acre.

CANADA'S FOOD ADMINISTRATOR, the Hon. W. J. Hanna, resigned Jan. 25 and H. B. Thompson, of Victoria, who has been associated with Mr. Hanna as deputy food controller, was appointed as his successor. Mr. Hanna said the work had so broadened and duties had so multiplied as to require undivided time and attention, and that he was situated so it would be difficult or impossible to carry on the work in the right way.

INTERIOR millers are given permission to continue to grind flour even tho their allotments of wheat for the season has been ground. Authority was given in a telegram from Samuel Plant, chairman of the milling division of the Food Administration, read to millers who attended a meeting at St. Louis, Jan. 8. This measure was an economic one, intended to do away with the necessity of shipping flour and feed into the smaller communities, and shipping out the wheat.

THE WAR TRADE BOARD has ruled that the time of arrival of lighter alongside an ocean going vessel or steamship dock will be the deciding factor in the event of a dispute arising as to the validity of the license covering the goods tendered in case license has expired. The ruling heretofore has been that the date of the dock receipt governed the date of license expiration. The new ruling is to avoid inconvenience to shipper and to aid in preventing further congestion of freight at the ports.

THE NEW MILLER'S AGREEMENT of the milling division of the Food Administration contains a clause permitting the miller to get a release from the agreement upon payment of any charges that have accrued there under. Similar just treatment of the elevator operator is conspicuously lacking from the elevator agreement of the Grain Corporation. To be fair to the elevator operator the same clause or a modification of it should be added to the elevator agreement. The miller's agreement provides "Applications for release should be accompanied by sworn statement as to the capacity of the mill, showing clearly the manufacturer's rating of the equipment installed therein, and should be addressed to the Food Administration Grain Corporation, 42 Broadway, New York."



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE

**FOR SALE**—60,000 bu. capacity elevator, in Illinois, on I. C. Ry. For particulars, address Law, Box 3, Grain Dealers Journal, Chicago.

**FOR SALE**—6,000 bu. elevator and feed mill. Feed, flour, coal, implements, etc., in connection. Good grain and dairy country. Address Litchfield Elevator Co., Litchfield, Ohio.

**FOR SALE**—Elevator and coal-yard in Northwestern Ohio. Will pay 40% dividends. No trade. Price, \$16,000. If you mean business, address Fair, Box 3, Grain Dealers Journal, Chicago.

**ILLINOIS Elevator for sale**—20,000 bu. capacity, additional oats storage for 30,000 bu., connected with drag. Selling on account death of owner. Address Andrew Dennis, Ellsworth, Ill.

**INDIANA Elevator for sale**—located in a thriving section of Northern Indiana, 12,000 bu. capacity, electric power, fully equipped; coal, feed and cement business. Address Feed, Box 2, Grain Dealers Journal, Chicago.

**FOR SALE**—2 country elevators, one Eastern Central Indiana, one Southeastern Indiana. Feed, flour, coal and other side lines in connection. Will sell outright, or will dispose of interest to right party. For price, etc., address S. & M., Box 2, Grain Dealers Journal, Chicago.

**ILLINOIS Elevator, 65,000 bu. capacity,** dealing in grain, coal, lumber, building materials and implements. Elevator building cribbed, concrete tanks, oat storage. Modern equipment. Gas-kerosene power. Yearly shipments, 250,000 bu. Address Center, Box 3, Grain Dealers Journal, Chicago.

**IDAHO**—20,000 bu. Elevator, built 1917, 50x80 ft. warehouse, modern potato cellar under entire warehouse. Implement and Live Stock business. Large Hay & Seed business. Irrigated country, with no better water rights to be had. Near Twin Falls. Address Falls, Box 2, Grain Dealers Journal, Chicago.

**FOR SALE**—12,500 bu. Iron Clad Elevator, equipped with sheller, cleaners, loader and manlift, cribs and warehouse. Meal and chop mills. Do a good feed and flour business. In good locality and best location in town. Reason for selling, I am getting too old to operate, and my son is going to war. Would trade for some good Okla. land. Address Haskell Grain & Elevator Co., Haskell, Okla.

**INDIANA Elevator and Retail Feed business for sale.** 12,000 bu. modern house with large ware-rooms attached. Electric power, individual motors, total 46 H. P. Minimum \$11 per month. Station handles 120,000 bus. oats and corn, 200 cars hay. Have large retail feed trade. Fine opportunity to add coal, tile, etc. No better competition could be wanted, no cut-throat game here. A live-wire town of 3,000, surrounded by fine farming country. Managing partner wishes to retire, other partners have interests elsewhere, and cannot handle this business. This is a great bargain at \$8,000. Write Nappanee Produce Co., Nappanee, Ind.

## ELEVATORS FOR SALE.

**30,000 BU. ELEVATOR** for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

**INDIANA Elevator for sale;** owners cannot give business the attention it requires. Coal sheds, tool house, all built two years ago. Address Avenue, Box 2, Grain Dealers Journal, Chicago.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

**FOR SALE**—80,000 bu. terminal elevator, known as the Gale Bros. Elevator. Equipped with dryer and all necessary machinery for handling any kind of grain. Can show good profits. Would sell interest to right party who would assume management. Price \$35,000.00. Could not be built for twice this amount. J. R. Stafford, Cincinnati, Ohio.

## BUSINESS OPPORTUNITIES.

**IF YOU WANT** to sell or exchange your property, write me. John J. Black, 57th St., Chippewa Falls, Wisc.

**WANTED**—City property for highly improved Mont. farm. 200 A. alfalfa; 200 ready for spring grain; 200 stubble. Hancock & Bohart, Willsall, Montana.

**FOR SALE**—\$15,000, 7% preferred Stock in Elevator Company. Not a speculation but a gilt edged investment. If interested address Stock, Box 3, Grain Dealers Journal, Chicago.

**WANTED**—Experienced grain man to take active interest in extensive elevtr. business in Montana. Must have some capital to invest. Give qualifications and exper., first letter. Address Montana, Box 2, Grain Dealers Journal, Chicago.

## ELEVATORS WANTED.

**WANT** to buy or lease—several elevators in good Kansas or Oklahoma wheat territory. Address Star, Box 1, Grain Dealers Journal, Chicago.

**WANT TO BUY** or lease elevator in good Iowa or Illinois grain territory. Address H, Box 2, Grain Dealers Journal, Chicago, Ill.

## MILLS FOR SALE

**FOR SALE**—25 Bbl. Midget Mill, running and doing good business. Good Reason for selling. None but prospective buyers need answer. Write The Ray Midget Flour Mill, Ray, N. Dak.

## MILL WANTED.

**RENT OR BUY INTEREST**—Reliable, middle aged, single Swiss millman, with years of experience wants to rent or buy an interest in a good 25-40 bbl. flour and feed mill. W. Klingler, Gen. Del., Denver, Colo.

## ELEVATOR BROKERS.

**JOHN A. RICE,** exclusive elevator broker, Frankfort, Indiana.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT.** NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

**JAMES M. MAGUIRE** — elevator broker, 6454 Minerva Ave., Chicago.

Have for sale a fine selection of elevators in Illinois, worth the money. Can use a few more if priced right. Always glad to hear from prospective buyers.

## PARTNERS WANTED.

**MILLER WANTED** for a partner. \$5,000 capital will buy one-half interest in \$15,000 plant. Can furnish the grain from our elevator. Mill idle, miller dead. Elevator running. Davis Mill Company, Plattsburg, Mo.

## DYNAMOS—MOTORS.

**MOTORS OF ALL KINDS** and sizes, for sale. Write Osborn, 1505 Commerce Bldg., Kansas City, Mo.

**FOR SALE**—35 H. P. 3 ph 220 V., 60 cy., 680 R. P. M. Ideal slipring motor, with base and compensator, \$500. Burge Mach. Wks., 218 N. Jefferson, Chicago.

**FOR SALE**—5 H. P., 500 V., 1,750 r.p.m., Allis Chalmers, direct current motor, Bullock type. Apply Terminal Publishing Co., Ltd., 112 North St., Fort William, Ont., Canada.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

## SECOND-HAND BAGS AND BURLAP.

**BURLAP BAGS OF EVERY KIND FOR SALE;** new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.



## SITUATIONS WANTED.

IF YOU WANT an experienced and efficient manager for grain elevator or general produce business, address COT, Box 403, Akron, N. Y.

**WANTED**—Position as manager of grain elevator. Reference and bond furnished. Not in the draft. Address Free, Box 3, Grain Dealers Journal, Chicago.

**WANTED**—Position as general manager of Elvtr. by competent, experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

**WANTED** position as manager of elvtr. by competent, experienced young man. West. or Centr. Ia. preferred. Address Preferred, Box 3, Grain Dealers Jnl., Chgo.

**WANTED**—position by licensed corn and wheat grader, all around elevator and grain man. Excellent references. Address Best, Box 3, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED**—As Grain Buyer. 11 yrs. experience. Can furnish A. 1 references as to my ability. For particulars, address Abc, Box 2, Grain Dealers Journal, Chicago, Ill.

**POSTION** wanted as agent for good grain firm. 12 yrs. experience, at present employed. Want to change. Nebr. or Ia. preferred. A1 references. Address H., Box 3, Grain Dealers Journal, Chicago.

**WANTED**—Position in the grain business, by man of ability and experience, at present manager of a line of elevators, but desiring change. Good reason for change, and best of references. Address Able, Box 3, Grain Dealers Journal, Chicago.

**WANTED**—To make a change. Man with 20 yrs. experience in grain business, who has also handled stock and other side lines, will consider either farmers or private company or will travel. Address Sub, Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED** position as manager with farmers elevator, by Norwegian-American, 33 yrs. old, married, 8 yrs. experience in grain, flour and feed business. Would prefer place having Norwegian-Lutheran church. Address Echo, Box 3, Grain Dealers Journal, Chicago.

**WANTED**—Position as manager with farmers elevator, or some good private concern. Thoroly experienced in grain and feed business. Prefer Western Nebr., Eastern Colo., or Wyo. Would invest in right proposition. Address Long, Box 1, Grain Dealers Journal, Chicago.

**WANTED** position as manager country point, buying, selling and shipping hay and grain. Capable; 15 yrs. experience. Good line active list of hay and grain buyers. Want position as manager of country point with some real house. Salary, \$30 per week, and percentage of profit. Address Hill, Box 3, Grain Dealers Journal, Chicago.

**POSITION WANTED** as manager of Farmers Elevator, by a man with 8 years experience, both in buying and selling. Have good position at present, but desire change, reason given on request. Best references. Married, family, 38 yrs. of age. State salary you expect to pay in first letter. Address Reason, Box 3, Grain Dealers Journal, Chicago.

## HELP WANTED.

**WANTED**—Manager for modern farmers elevator, handling grain and coal. Must be a live wire, have some pep and not afraid to work. Must be a good book-keeper, and experienced in grain business. State your case fully in first letter, and tell us salary expected. Farmers Grain, Fuel and Supply Co., Macomb, Ill.

## STEAM ENGINES—BOILERS.

**NORDBERG CORLISS** Engine, 12x36, for sale. In good order. Pantzer Lumber Co., Sheboygan, Wis.

**ATLAS STEAM ENGINE**—20 H. P. stationary, as good as new. Address McNeal Mer. Co., Watson, Mo.

**FOR SALE** Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

**FOR SALE**—St. Louis "Corliss" Engine, 20"x42" standard girder. Two H. R. T. Boilers 72"x20". Excellent condition. Address The Blake Milling Co., Edwardsville, Ill.

**CORLISS ENGINE** 14x36. Excellent second-hand condition. Immediate shipment. Also boilers, all sizes and makes for immediate shipment. J. F. Davis, 1409 Harris Trust Bldg., Chicago.

**FOR SALE**—80 H. P. Buckeye engine with boiler complete. Plant can be seen in running order. Inadequate water supply forces us to install electric power. Address P. M., Box 2, Grain Dealers Journal, Chicago.

**FOR SALE**—250 H. P. Erie City vertical water tube boiler and 200 H. P. Buckeye engine; both in first class condition; they have been used only a few years and have never been overloaded; must be seen to be appreciated. Cutsinger & Thompson, Shelbyville, Ind.

## ENGINES FOR SALE.

**IMMEDIATE DELIVERY**, gas and oil engines, 15-60 H. P., with or without generators. The J. M. Wikel Engineering Co., 1309-10 Union Trust Bldg., Cincinnati, Ohio.

**FOR SALE**—35 H. P. engine, I. H. C. double cylinder. Has been run 2 years. Cost \$1400 new, will sell at less half price. Reason for selling, installing electric motor. Agenda Mfg. Co., Agenda, Kas.

## ENGINES FOR SALE.

**ANY KIND, ANY SIZE, ANY PRICE** gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal. Chicago. Try it.

**FOR SALE**—1-40 H. P. Foos Gas or Oil engine. 1-25 H. P. Meitz & Weiss Oil Engine. 1-15 H. P. Wagoner A. C. Motor, single phase, 110-220 volts. New. Highland Light & Power Co., Highland, Kas.

**FOR SALE**—One 10 horse Temple Pump. Co. gas engine, in good running condition, \$70.00. One Nordyke and Marmon Plantation Mill, 18 inch buhrs, in A-1 condition, \$65.00, track Afton. Also lineshaft hangers and belt in good condition. F. S. Spencer, Afton, Iowa.

## STORAGE TANK FOR SALE.

**FOR SALE**—10,000 bus. Steel storage grain tank. For further particulars, address Walker & Crane, Sandborn, Ind.

## SCALES FOR SALE.

**FOR SALE** at Nantasket, Nebr., one set or pair Hopper Scales. Address Citizens State Bank, Ravenna, Nebr., for particulars.

**FOR SALE**—one refitted Fairbanks scale, 4 ton 14x8' Compound Beam, office shelf and hangers. Used less than a year. Thoroughly overhauled and guaranteed. Price \$85.00, f. o. b. cars, Kansas City. The Howe Scale Co. of Ill., 1510 Main St., Kansas City, Mo.

### SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

**COLUMBIA SCALE CO.**  
1009 West Ohio Street Chicago, Ill.

## DO IT NOW

### GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago Ill.

Gentlemen:—Enclosed find One Dollar Fifty-five Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of Firm .....

Capacity of Elevator .....

Post Office .....

..... bus.

State .....

Use Universal Grain Code and Reduce Your Tolls.



**ENGINES WANTED.**

**WANTED**—One 50 or 75 K. W. 110 volt D. C. Generator direct connected steam engine, with or without boiler. Must be in good condition. Electric Roller Mills, Golden Valley, N. Dak.

**MACHINES WANTED.**

**WANTED**—Fly Wheels for 25 H. P. Columbus Gas Engine. C. W. Pontius, Lewisburg, Ohio.

**WANTED**—One up-to-date Sprout Waldron 24-inch Attrition Feed Mill with Motors attached. One combined sheller and cleaner equipment for two stands of grain elevators, about 75 feet high, 18x7 buckets, two steel grain tanks, 5,000 to 10,000 capacity each. One automatic grain scale, capacity 1,000 to 1,500 bushels per hour. One second-hand railway track scale. None of the above considered unless in first class condition. Same is wanted immediately. Wire or write Brandt & Hollerbaugh, Van Wert, Ohio.

**MACHINES FOR SALE.**

**COMPLETE BUCKWHEAT MILL** for sale. Excellent conditions. Pantzer Lumber Co., Sheboygan, Wisc.

**FOR SALE**—No. 4 Eureka Receiving Separator, capacity 300 to 500 bushels. Just refitted and in good condition. Address Oregon Fike, Howard, Ohio.

**FOR SALE**—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

**FOR SALE**—One No. 40 Smalley Hay cutter, with recutting attachment. In first class condition. Price right. Address Dwight E. Hamlin, Arsenal Station, Pittsburgh, Pa.

**ELEVATOR OPERATORS** wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

**REAL BARGAINS**

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St.,

Chicago, Ill.

**WRITE FOR LIST OF**

\$50,000 stock of new and used Pulleys, Shafting, Hangers and every description of Power Transmission Machinery.

LEATHER, RUBBER and CANVAS

**BELTING**

**TEUSCHER & SON**  
MACHINERY SUPPLY CO.

527 N. 2nd St.

St. Louis, Mo.

**MACHINES FOR SALE.**

**FOR SALE**—One No. 8 Boss Car Loader, guaranteed good as new. One Webster swivel Bin Bottom, 12-inch. Two 8-inch wrought steel Turn Heads, with new slides. Address A. H. Richner, 211 Whillock Ave., Crawfordsville, Ind.

**FOR SALE**—Sutton, Steele & Steele No. 112 Seed separating and grading machine. Practically new. A bargain for cash or might trade for Alfalfa or other Field Seeds. It will pay you to investigate this. Pittman & Harrison Co., Sherman, Tex.

**FOR SALE****At Bargain Prices**

1086 feet 18 inch—4 ply Rubber Elevator belting with 16x5 Steel Grain buckets attached. Buckets are for Grain only—Brace in center. In first class condition. 280 ft., 13 inch—4 ply Rubber Elevator belting with 12x6 Minneapolis V Buckets attached—12 inches apart. In first class condition.

1—No. 409 "Eureka" Barley Separator, capacity 800 bu. per hour.

1—No. 4 "Invincible" Milling Separator, capacity 80 bu. per hour.

1—No. 175 "Eureka" Dble. Receiving Separator, capacity 60 to 200 bu. per hour.

1—No. 453 "Eureka" Cracked Corn Separator, capacity 125 bu. per hour.

1—9" Caldwell Trolley Spout (new).

All the above guaranteed for all practical use as good as new.

**WRITE FOR OUR No. 18G Bargain Book** giving a complete list of machinery and supplies on hand with net prices.

**EVERYTHING FOR FLOUR MILLS, FEED MILLS, AND GRAIN ELEVATORS.** Estab. 1872 B. F. GUMP CO., Inc. 1901. 431-437 So. Clinton St. Chicago, Ill.

**SCREENINGS WANTED**

**WANT TO BUY Grain and Seed Screenings** of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

**FEEDSTUFFS.**

**WANTED**—Ear and Shelled Corn. Timothy, Mixed and Alfalfa Hay, Bran, Middlings and all other mill feeds, straight or mixed car loads. Quote delivered prices and send samples. Peninsula Produce Exchange of Md., Pocomoke City, Md.

**CUNINGHAM COMMISSION COMPANY,**  
LITTLE ROCK, ARK.

**ALWAYS** in the market for flour, bran, shorts, mill feeds, screenings and various offals suitable for mixing feeds. Also corn and oats.

**LET US HEAR** from you, if you have any of these to offer.

**I Am the Man  
You Want**

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

**Grain Dealers Journal  
Want Ad.**

**Directory  
Grass Seed Trade****ATCHISON, KANS.**

Manglesdorf Seed Co., The, wholesale seeds.

**BALTIMORE, MD.**

Scarlett & Co., Wm. G., whse. seed merchants.

**BELFAST, IRELAND.**

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McCauseland, Sam'l, ryegrass and dogstall.

**CHICAGO, ILL.**

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

**CINCINNATI, OHIO.**

McCullough's Sons, The J. M., field, garden seeds.

**CLAREMORE, OKLA.**

The O'Bannon Co., grass seed dealers.

**CRAWFORDSVILLE, IND.**

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsville Seed Co., seed merchants.

**EVANSVILLE, IND.**

Small & Co., W. H., seeds, grain and hay.

**GIBSON CITY, ILL.**

Noble Bros., whse. seed merchants.

**INDIANAPOLIS, IND.**

Southern Seed Co., field and garden seeds.

**KANSAS CITY, MO.**

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

**LOUISVILLE, KY.**

Hardin, Hamilton & Lewman, gra. & fd. seeds. Lewis & Chambers, whse. seed merchants. Louisville Seed Co., clover & grasses. Wood, Stubbs & Co., grass & garden seeds.

**MACON, GA.**

Georgia Seed Co., field and garden seeds.

**MEMPHIS, TENN.**

Schwill & Co., O., garden and field seeds. Russell Seed Co., all southern seeds.

**MILWAUKEE, WIS.**

Courteen Seed Co., field seeds. L. Teweles Seed Co., field seeds.

**MINNEAPOLIS, MINN.**

Dickinson Co., The Albert, seeds. Minneapolis Seed Co., seed merchants. Northrup, King & Co., wholesale seeds.

**NEW YORK, N. Y.**

Doughten, Inc., H. W., grass & field seeds. Nungesser-Dickinson Seed Co., whse. seed mchts. Radwaner, I. L., field & grass seeds, exp. imptra.

**PHILADELPHIA, PA.**

Philadelphia Seed Co., Inc., The, whse. field sds.

**ST. LOUIS, MO.**

J. Goldsmith & Co., grass seeds, peas, grain. Schisler, F. & G. S. Co., A. W., seed merchants.

**TOLEDO, OHIO.**

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa. Hirsch, Henry, clover, alsike, timothy, alfalfa. The Toledo Field Seed Co., clover, timothy.

**TWIN VALLEY, MINN.**

Helberg, M. A., wholesale seed merchant.

**HAY WANTED.**

**WANTED**—Alfalfa, Prairie, Timothy Hay, Snap Corn, Oats and Mill Feeds. Will buy in large or small quantities from any place.—A. S. Lewis Gr. Co., Dallas, Texas.

**GRAIN WANTED.**

**WANTED**—Snap Corn, Oats and Hay. Write or wire W. H. Finley, Ferris, Texas.

**WANTED**—White and yellow corn for milling. Car lots. The Boyd Utilities Plant, Johnston, S. C.

**WE ARE IN THE MARKET** for ear corn, also oats. Quote us at once. The Horn Bros. Co., Monroeville, O.

**WANTED**—Snapped and shelled corn, Red, White and mixed oats, oat straw, shredded fodder, Timothy, Prairie, Alfalfa and all kinds of Hay. Reinhart & Company, Wholesale Grain, Hay & Field Seeds, McKinney, Texas.



# SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

**FOR SALE**—Alsike and Timothy Seed. For prices, write Walter G. Trumpler, Tiffin, Ohio.

**FOR SALE**—600 to 700 bus. early yellow Ohio seed corn. Ohio agricultural Experimental Station, recent test for germination, 88%. Will sell the lot, selected, \$4.00 per bu., f. o. b. cars Yellow Springs, Ohio. The Xenia Grain Co., Xenia, Ohio.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

## SEEDS FOR SALE.

**FOR SALE**—Fine new crop Timothy seed. Send for samples. A. D. Hayes Co., New London, Iowa.

**SUDAN GRASS SEED** for sale. Write for sample and price. Barkemeyer Grain & Seed Co.,

GREAT FALLS, MONT.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

## WANTED

Seed Oats Spring Rye  
Barley and Wheat

**FARMER SEED & NURSERY CO.**  
FARIBAULT - MINNESOTA

FLOWER, FIELD and LAWN SEED

**J. OLIVER JOHNSON**

Wholesale

**SEED MERCHANT**

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

## A. W. SCHISLER FIELD AND SEED COMPANY

53 Years Service

Buyers and Sellers  
St. Louis, Missouri

Bag or Car Lots

## MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
**MISSOURI SEED CO.**  
KANSAS CITY, MISSOURI

We Buy **SEEDS** We Sell

**J. G. PEPPARD SEED CO.**  
Kansas City, Mo.

## THE CRUMBAUGH-KUEHN CO.

We pay top prices for seeds. Your track or Toledo. Send samples.  
**CLOVER**  
ALSIKE TIMOTHY ALFALFA

## HENRY HIRSCH

WHOLESALE FIELD SEEDS  
CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty  
All Other Field Seeds  
TOLEDO - - OHIO

## THE STANFORD SEED CO.

**BUFFALO** TIMOTHY — CLOVER — ALSIKE — ALFALFA — GRASSES N. Y.  
Buyers and Sellers—Car Lots—

## The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.  
Toledo, Ohio

**3-minute tour** of the week's grain and seed markets is afforded readers of Southworth's Weekly. Hop aboard. Sample trip on request.

**Southworth & Co., Toledo, Ohio**  
Grain — Seeds — Provisions

## CLOVER SEED--TIMOTHY SEED

That order for clover or timothy futures  
"Send it to Zahm"

**J. F. ZAHM & COMPANY, Toledo, Ohio**  
Here since 1879 Ask for our daily Red Letter—Free

## WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

**BUFFALO, N. Y.**

CORRESPONDENCE INVITED

## The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

ATCHISON KANSAS

## CLOVER SEED

Direct from the heart of the Clover Seed producing section of Wisconsin  
Oshkosh Seed Co., Oshkosh, Wis.

## The Seed Terminal of the Northwest

Northrup, King & Co. of Minneapolis, have the facilities, equipment and logical position to supply seeds to advantage.

FIELD SEED—Car lots or less, Northern grown.  
GARDEN SEED—Hardy Varieties, large or small lots.

ONION SETS—We grow and sell thousands of bushels.

POULTRY FEED—Our formulae or special milling.

NORTHRUP, KING & CO., MINNEAPOLIS

REGISTERED BRANDS



## MINNEAPOLIS SEED COMPANY

WHOLESALE FIELD SEEDS

**HARDY NORTHERN GROWN SEEDS OUR SPECIALTY**

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

**TIMOTHY, CLOVERS, MILLETS**

GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

SEED ELEVATOR AND WAREHOUSES:  
34TH TO 35TH STS. AND RAILROAD  
AVE. SO., ON C. M. & ST. P. RY.

P. O. ADDRESS: LOCK DRAWER 1546  
OFFICES: 3444 RAILROAD AVE. SO.  
MINNEAPOLIS, MINN.

GRAIN ELEVATORS AND WAREHOUSES:  
35TH TO 37TH STS. AND RAILROAD  
AVE. SO., ON C. M. & ST. P. RY.

WE SELL  
**FIELD PEAS**  
**RAPE SEED**  
**ORCHARD GRASS**  
**RADWANER**  
NEW YORK CITY.



## SEEDS FOR SALE—WANTED

## SEEDS FOR SALE

WE specialize in German Millet, and can offer carlots or less for sale. Correspondence solicited. D. H. Clark & Sons, Galt, Mo.

FOR SALE—We have around 5,000 bushels of Reid's Yellow Dent Seed Corn, raised from seed that took prize in Saline County, Missouri. Have had three germinations, testing 83, 90 and 97; average, 90%. We offer straight carloads, in bulk, on track, Kansas City, at \$4.50 per bu.; or less than car lots, sacked, at \$5.00 per bushel. Ship soon as can get cars. C. V. Fisher Grain Co., 604-05-06 Board of Trade, Kansas City, Mo.

## SEEDS FOR SALE

ASK FOR SAMPLES AND PRICES on Alsike, Red and White Clover Seed. We are located in the heart of Wisconsin's fertile producing section. Oshkosh Seed Co., Oshkosh, Wis.

SUDAN GRASS SEED—We specialize in its production and take care to have it pure and clean. Seed very scarce. Price \$28.50 per hundred, carload, f. o. b. J. F. Thweatt, Gouldbusk, Texas.

FOR SALE—"CANADA" Field Peas. No Weevils. Also 100% stock seed of French June, Chang, Carleton and Bangalia Field peas. 20 years in the pea business. Edw. E. Evans, West Branch, Mich.

## SEEDS FOR SALE

FOR SALE—Car of Alfalfa Seed. Sample on request. Marquette Produce Co., Marquette, Kas.

FOR SALE—Car-load lots, Broom Corn and Golden Millet; also Dwarf Cane seed. The Spelts Grain Co., Sterling, Colo.

CARLOTS OR LESS—Alfalfa and white blossom sweet clover. Write for samples and prices. Sevier Valley Mer. Co., Box 1, Salina, Utah.

FOR SALE—A carload of yellow dent corn, that contains a high percentage of seed. Has been tested by the University of Minnesota, and showed a germination test of 79%. Will take \$1.75 at our track, 75 lbs. basis. Milroy Farmers Elevator Co., Milroy, Minn.

WE WANT CORN THAT WILL GROW  
STOECKER SEED CO.  
Peoria, Ill.

SAMUEL McCAUSLAND  
BELFAST, IRELAND

Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds.

Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

## KELWAY'S Wholesale REAL PRICE SEED

Catalogue for 1918 has been posted to all customers. If you have not received a copy, please send a card and one will be sent you by return of post.

KELWAY & SON, Wholesale Seed Growers  
LANGPORT, SOMERSET, ENGLAND

## Crabbs Reynolds Taylor Company

Crawfordsville, Indiana

Buyers and Sellers

CLOVER AND TIMOTHY SEED—GRAIN

RUDY-PATRICK SEED CO.  
ALFALFA—TIMOTHY  
KANSAS CITY, MO.

THE  
ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

## Field Seeds

Ask for Prices

Mail Samples for Bids

We are buyers and sellers continually of  
CLOVER, ALSYKE,  
TIMOTHY, ALFALFA  
carlots or less.

Sample envelopes on request. Send us samples of what you have to offer.

Write or wire when in market.

T. H. COCHRANE CO.  
PORTAGE WISCONSIN

We Buy  
POP CORN

If you have any popcorn for sale (white rice or other varieties) send us at least a 2 pound sample of each by Parcels Post and mail full particulars as to quantity, price, etc.

Prompt Remittance for Shipments.  
References: Dun's or Bradstreet's.

Rueckheim Bros. & Eckstein  
Cracker Jack and Candy Makers  
Chicago, Illinois (A780)

## WINTER VETCH

NEW CROP MICHIGAN GROWN  
YOUNG-RANDOLPH SEED CO., Owosso Mich

FOR SALE  
HIGH GRADE  
CLOVER

Ask for Samples

Crawfordsville Seed Co.  
Crawfordsville, Ind.

## ALBERT MILLER &amp; COMPANY

Handlers of everything in

## HAY and STRAW

"CONSIGNMENTS AND ORDERS SOLICITED"

Timothy Prairie  
Clover Packing  
Alfalfa Straw

192 N. Clark St.  
CHICAGO, ILL.



# SEEDS FOR SALE—WANTED

## SEEDS FOR SALE

FOR SALE—Car yellow dent seed corn in ear. A. J. Graff, Lithium, Mo.

Sunflower seed for sale.  
Eberts Grain Co.,  
Nabb, Ind.

FOR SALE—Red Clover, Timothy and Montana-grown variegated Alfalfa. Northern Field Seed Co., Winona, Minn.

FOR SALE—Black Hills alfalfa seed; \$5 per bushel. For sample, send stamp to Brookside Farm, Buffalo Gap, S. D.

WE HAVE several car loads of choice seed corn for sale, including St. Charles Red Cob, Johnson County white, and ninety day yellow. We guarantee a very high percentage of germination. Samples mailed on request. H. & G. Steel Grain Co., Matthews, Mo.

## L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for

Red, White and Alsike  
Clover

Timothy and Alfalfa  
Seed

SEED CORN FIELD PEAS

We Buy JOHN A. SALZER SEED COMPANY Send for  
and Sell Samples  
Clovers—Timothy—Alfalfa Write for Our Commission Seed Proposition LA CROSSE, WIS.

## OTTO SCHWILL & CO.

Memphis, Tenn.

GARDEN and FIELD SEEDS

Also Onion Sets, Poultry Food, Bee Supplies

H. W. DOUGHTEN, 59 PEARL STREET,  
NEW YORK CITY  
Importers, Exporters and Jobbers Grass and Field Seeds  
We Are Buyers of NEW CROP ALSIKE  
and Sellers of D. E. RAPE

## SEEDS FOR SALE.

FOR SALE—3,000 bu. "Iowa 103," oats. Write J. H. Burgy, So. Amana, Iowa.

FOR SALE—White Russian Silver Mine oats, Siberian-German Broom-corn and common millets. Mammoth Yellow and Red Cob fodder corn. Write for samples and prices. M. A. Heiberg, Twin Valley, Minn.

WE BUY AND SELL  
Wheat Screenings, Cane Seed, Salvage Wheat,  
Kaffir Corn. Write or wire for prices.  
HENRY LICHTIG & CO., Kansas City, Mo.

## WOOD, STUBBS & CO.

(Inc.)

LOUISVILLE, KY.

Ky. Blue—Orchard—Red Top

BUY AND SELL

Also full line Garden Seeds

White Clover

Orchard Grass

Tall Meadow Oatgrass

Ryegrass

Wm. G. Scarlett & Co.

Baltimore, Md.

## SEEDS WANTED.

WANTED for immediate shipment, good seed corn. Address C. R. Woodworth, Toloma, Ill.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

SEEDS WANTED—We wish to buy Red, Alsike, Sweet and White Clover, Sudan, Amber and Orange Sorghum, Millet, Cowpeas, Kentucky Blue, Orchard Grass, Vetch and Field Pea Seed. Give germination; send samples with quotations. Peninsula Produce-Exch. of Md., Pocomoke City, Md.

No need for formalities—You don't need an introduction to Journal Want Ads.—They will help you without, whatever your problems may be.

## LOUISVILLE SEED COMPANY

INCORPORATED

LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS

OF ALL VARIETIES FIELD SEEDS

## LEWIS & CHAMBERS

WHOLESALE GRASS SEED DEALERS

Continuously in the Grass Seed Business for more than 40 years. Buyers and sellers of all grass seeds in season. Correspondence solicited.

LOUISVILLE - - - KY.

## FIELD SEEDS GRASS

## Poultry Feeds

Timothy

Clover

Alfalfa

Millets

Cane

Kafir

Popcorn

Lawn Grass

The Albert Dickinson Co.

ESTABLISHED 1855

Minneapolis

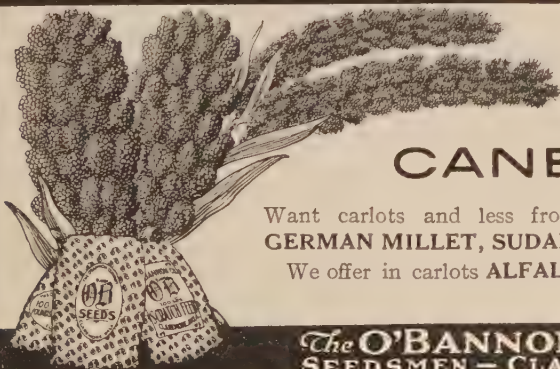
Chicago

## CANE SEED

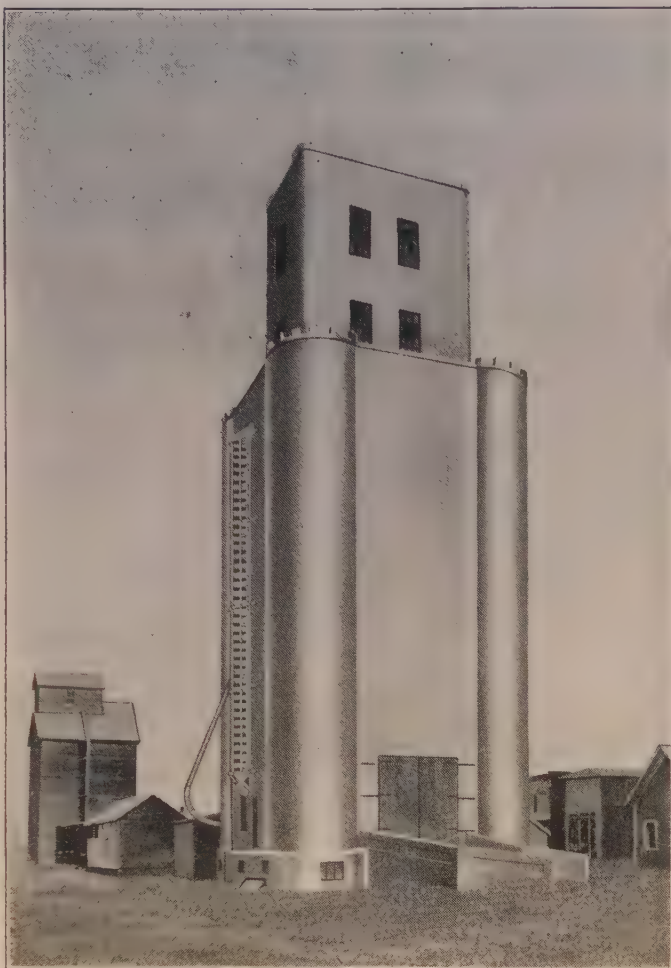
Want carlots and less from any direction. Also GERMAN MILLET, SUDAN GRASS, COW PEAS.

We offer in carlots ALFALFA SEED, KAFFIR.

The O'BANNON COMPANY  
SEEDSMEN—CLAREMORE, OKLA.







Stanford Grain Co. Elevator, Stanford, Ill.

## The HESS Out Door Conditioner

(Patented)

attaches to the outside of your elevator.

Requires no heat nor power.

**Not a drier**, but cools, sweetens and preserves your grain against deterioration.

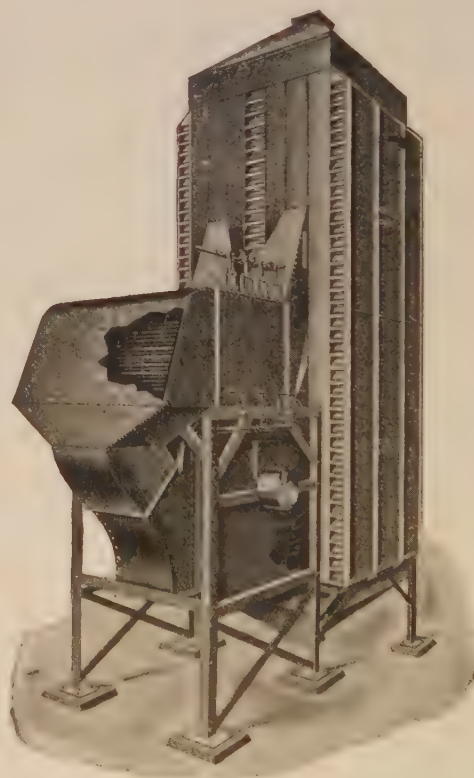
Sold on 30 days' approval. If it doesn't earn its cost in six weeks you can return it at our expense and the charge will be cancelled.

# SOFT CORN

Cannot be Permanently Saved  
Without a

# HESS DRIER

We make them in eleven sizes, suitable for elevators and mills of all capacities. We are shipping daily, without delays. You will have plenty of trouble with soft corn if you have no drier, but can make and save money by using one.



No. 3 Ideal Hess Drier and Cooler  
The Carload-a-Day Size

**HESS WARMING & VENTILATING CO.**  
907 Tacoma Building, Chicago



## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

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### THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

### QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, FEBRUARY 10, 1918

WHAT shall be done with small lots of wheat?

KEEP that new corn moving or else dry it thoroly before loading into a car. It will not keep long in a close box car, a bin or even a tight crib.

IF MORE of our waste water power had long since been converted to useful purposes, all of our manufacturing plants would not have been forced into idleness by the recent fuel famine.

HELPING farmers to an adequate stock of high quality seed is one of the best bits of business building any elevator operator ever undertook. An interest in the financial welfare of those who produce grain to be handled cements friendships and promotes business.

THE BAG situation in the Pacific Northwest is so serious this year that it is forcing the grain dealers and grain growers of that section to give thought to the erection of elevators for handling the crop of next fall in bulk. That more elevators will be built in the Northwest this year than in any previous year seems quite certain, but it probably will not be possible to erect as many as will be needed.

IF ANY grain shipper can suggest a practical remedy for our transportation muddle he owes it to the country to cry aloud, as the congestion of loaded cars at Eastern terminals continues unabated and the bureaucrats with priority orders persist in rushing forward more loaded cars to increase the tangle.

SAVE THE ELEVATOR. That may be the only means by which thousands of grain men and sons of grain dealers this year can go "over the top" for their country. It is not so spectacular as the work on the high seas or that in the war scarred trenches of Europe, but it may mean almost as much in the balance sheet which shall determine success or failure in the great job before the Nation.

THE DRASTIC price fixing bill now pending before the Agricultural Committee of the Lower House is meeting with the expected storm of opposition. Fixed prices satisfy no one, but they do work great injustice upon many of the interested parties. If the law of supply and demand is left to itself, it will effect a sufficient increase in production to bring prices down to a reasonable figure.

IF THE Grain Dealers National Ass'n would confine the time of its energetic secretary to legitimate Ass'n work fewer complaints would emanate from the Southwest charging the organization with ignoring the interests of the shippers of that section. The meeting of the Advisory Com'te in Kansas City does not seem to have appeased the dissatisfaction of the Southwestern shippers. The dissenters pay for help and feel that they are entitled to consideration. Can they be appeased?

"FOOD WILL Win the War" has been the slogan of the Food Administrator for some time, and in view of this fact enough carpenters should be left to the grain elevator builders to supply the actual needs of grain handling plants. Stations already provided with a couple of elevators could probably get along until after the war and permit the needed carpenters to be sent to the ship yards. Both ships and elevators will be needed to get grain from the farmer to European consumers.

FEED SUPPLIES of the United States are reported to be 1,000,000,000 tons in excess of the quantity available at this time a year ago. With the cessation of blizzards and partial relief from the movement proof congestion which heretofore has prevailed some of the feed shortly will be finding its way to market and relieve a condition which in some localities has become grave. Coarse grain prices probably will sag under the weight of increased arrivals at terminal markets. It is yet too early to proclaim a victory, but it is fair to conclude the worst is over for this winter.

MORE CAREFUL cooeping is needed if grain shippers desire to conserve food-stuffs and get delivery of all they place in every car. The prevailing high prices and the difficulty of collecting for leaks alone should prompt shippers to take every precaution against leaks in transit.

WAR conditions are not pleasant, and in a big way war is the most unprofitable of all human enterprises. The load cannot be distributed equitably, for the weight is not exactly in the center of the pole from which it is suspended, and some fellow or fellows must take the short end. Realizing this, the grain trade is staggering along under the load, doing the very best it can and it is a very presentable best, but asking that the load be pushed over a bit nearer the center.

A RED HOT stove in an elevator at Hardwick, Minn., came near destroying the plant recently, when the manager pressed the recently installed brine barrel into service and saved the elevator. Barrels and buckets have saved more properties than any other fire extinguishing apparatus installed. The expense of a steel barrel is so small that even the best is a very profitable investment. The advantages of the steel barrel are that it will not leak, even tho a non-freezing solution of calcium chloride be placed in it, and everyone knows how to use its contents effectively.

WHITE CORN is commanding such a handsome profit over yellow, since the Food Administrator issued his list of substitutes, which are to be mixed with wheat flour in making bread, that all farmers will want to plant white corn, in order to help supply this new demand. The new requirement of the Food Administrator is that but 80% wheat flour shall be used in the making of Victory Bread, and while many other food products may be substituted for the other 20%, yellow corn is not one of them, so that white corn seems sure to command a handsome premium for the balance of the year.

IF THE prices of all grains are to be fixed, who will care to hold supplies any longer than it takes to find a buyer? What would be gained by removing the restriction limiting private ownership to sixty days? Dealers hold grain for an expected advance considerably in excess of the cost of carrying it, and none can afford to accumulate supplies if their only prospective gain is 1/15th of a cent per day storage. Profits in the eyes of the politicians may be criminal, but grain handlers must have reward for their labor and the use of their facilities and capital, else they be forced into other lines for a livelihood. The price of everything the farmer and the grain dealer have to sell can not in fairness be regulated unless the price of all commodities they buy are also regulated.



FREE SEEDS are likely to be more wastefully scattered about the country this year than ever. The hope was cherished by many seed dealers of the land that Congress would see fit to discontinue this wasteful practice and turn the funds formerly used to buy free seeds to some of our many war needs, but instead the Lower House saw fit recently to increase the appropriation to \$363,000. This does not include the most of transporting the worthless seeds to the victims upon which members of Congress see fit to inflict the package.

SERVICE ELEVATORS will be the money makers of the future. Operators will find the flow of grain to the plant that is equipped to give the producer the best service, realizing that in many cases the best service means the largest returns for the grain sold. Success in business is the ability to serve the public in a way that is profitable for the public, with the privilege of exacting a reasonable toll for the service performed. Go at it on that basis and you will find your business standing improving and your profits growing steadily. Before you "go at it," find out what the service elevators are doing.

MANY ELEVATORS will need painting this spring, even tho the nation is at war, for the elements are exerting the same influence on the material of which the house is constructed that they exerted when there was not a war cloud in the sky. Moreover, it is quite important that the industrial machinery of the country be kept in a good state of preservation in order that industry may perform the gigantic task which lies before it; and the elevator needs to be well clothed with protecting paint and fitted with machinery that is in good repair, just as the soldier needs a good uniform and a healthy set of bodily organs. Lacking these things, neither elevator nor soldier can do the best work. And only our best will be sufficient to win.

IDAHO HAS a wise State Council of Defense, which has recently recommended that the Governor ask the state legislature to appropriate money for the construction of state grain elevators and warehouses, in order that the prices of farm products may be kept at a more reasonable figure. Most grain growers and handlers will readily appreciate that the ownership of the elevators in which grain is stored after it leaves the farm has little to do with the market price. It is truly wonderful and decidedly bewildering to attempt to comprehend the many difficulties and troubles which the charletons of different states have sought to remedy through state ownership of grain storehouses. Needless to say that these wild recommendations are always launched without due consideration and study of the subject in hand.

IF THE country's seed corn requirements are to be supplied, many different agencies must be actively enlisted in finding seed which will grow and shipping it to the place where it is most needed. Complaints from many different sections are to the effect that seed of last year's crop will not germinate, hence it behooves the corn handlers of the land to encourage the sorting of all seed corn, cure it thoroly and test every ear. Corn fields which are replanted are always greatly damaged when visited by an early frost. High prices are sure to continue for several years, even though we produce a four billion crop this year. No surplus was carried over from previous crops and so much of the 1917 crop was immature and frosted that little of the enormous crop was left for seed or feed.

EVERY NUMBER of the Journal contains reports of serious accidents to elevator employes, and in a very great percentage of the cases the carelessness of the injured man is the real cause of his misfortune. Only a short time ago our news columns told of a grain inspector who was crushed to death as he attempted to pass between two cars on a siding just as an engine pushed the cars together; and an Iowa news item in this number gives a report that is almost identical in character, except that the Iowa man was severely injured instead of being killed. It is safe to assert that if both of these men had "Stopped, Looked and Listened" they might still be doing their part in the worth while affairs of the world. Is it not better to wait a few minutes to proceed upon our way than to take a chance and lose the game forever? Let your slogan be "Safety First."

A NEW danger has developed in connection with the storage of damp corn. Recently an employee of the Public Grain Elevator at New Orleans, who was being let down into a bin of hot corn was overcome and fell out of the swing. Another man volunteered to carry down a rope and fasten it to his body, but he, too, was overcome by gas generated by the heating corn. He was quickly removed and resuscitated. A third man succeeded in rescuing the body of the bin foreman who was the first to be overcome, but not until after life was extinct. Concrete bins are air tight and if it is found necessary to send men into them to obtain samples of heating grain, it would seem also to be necessary to supply them with fresh air, lest they be suffocated. The cheaper and far better way would be to equip every bin with a thermometer, which would indicate the temperature of the grain in any bin at a given height. These thermometers obviate the necessity of going into a bin to obtain a sample of the grain, and what is more they show the temperature of the grain every five feet throughout its entire depth.

ANOTHER reason for the use of wheat as feed, contrary to Food Administration orders and public policy is that wheat, at prices which heretofore have existed, is cheaper than almost any other grain. Wheat producers receive a primary price for their wheat; they pay a consumers' price for other feeds and the difference between the two means they get say \$67 for a ton of wheat and pay \$70 to \$80 for a ton of other grain or mixed feed which has been very hard to get. Transportation tangles, priority orders and embargoes largely are responsible, but the farmer, be he ever so patriotic, hesitates to sell his wheat and then pay \$10 to \$15 more a ton for feed of less value.

### The Transportation Shortage.

The world's shortage of ships and the shortage of men competent to operate what we do have efficiently, has prevented the marketing of Australia's great wheat stocks, accumulated from four bountiful crops, has prevented the marketing of Java's enormous sugar stocks, and greatly handicapped the movement of food and war supplies from North America to Europe. The railroads of the United States have also been handicapped in a measure by a lack of proper equipment, but far more seriously by the interminable tangle forced upon them at Atlantic seaports by the multiplicity of priority shipments. Few grain dealers have reported receiving sufficient cars to meet their present needs and hundreds have complained most bitterly of their inability to obtain sufficient cars to market the crops.

The elevator men permitted their wants to be ignored until the consumers' necessity insisted upon being recognized, and in hope of moving much of the damp corn, which is still in the hands of the producer or the country dealer, the Director General of the Railroads has ordered preference given to grain shipments in all states from Indiana to Montana and Minnesota to Oklahoma inclusive. It is not likely that this preference will be continued long, so grain shippers who have corn on hand should put in a hurry up call for all the cars needed and move the corn to the nearest drier while the railroads are co-operating.

So much of last year's corn has already spoiled, thereby forcing heavy losses upon both producers and handlers, it seems essential that every effort be made to move that containing excessive moisture quickly. Corn deteriorates so rapidly when once it starts to heat, that it is almost impossible to save it. The shippers who experience any trouble in obtaining cars should wire or write the Grain Zone Agent, U. S. Food Administration, in whose territory the shipping station is located and give the name of the station, railroad and number of cars wanted.



## Jurisdiction Over Car Distribution.

The Supreme Court of Illinois on Dec. 19, 1917, reversed a decision of the Sangamon County Court in the suit by the B. & O. S. W. R. R. Co. to prevent the enforcement of an order by the Illinois Public Utilities Commission directing the railroad company to desist from enforcing a car distribution rule found by the Commission to be unreasonable.

The car distribution rule of the railroad company rated the requirements of each coal mine at the highest shipments during any one of the 12 preceding months. This plan was found by the State Utilities Commission to be unjust to Illinois operators, compared with operators in states east on the B. & O. S. W., for the reason that during the summer months when a full car supply is available the operators in the eastern coal fields ship coal for winter consumption and thereby build up a high rating under the plan, while the markets served by the Illinois operators only become active during the winter months when there is a shortage of cars and no opportunity is afforded to build up a rating.

The Illinois Statutes, Sec. 52, Art. 4, provide: "In case of insufficiency of cars at any time to meet all requirements, such cars as are available shall be distributed among the several applicants therefor in proportion to their respective immediate requirements without discrimination between shippers, localities or competitive or non-competitive places."

The State Utilities Commission found that as a fact the rule of the B. & O. S. W. was unreasonable and violated the statute.

The Supreme Court held that the rule of the B. & O. S. W. did not violate the statute; and that the State Commission had no jurisdiction to determine whether the rule was unreasonable, so that the railroad company will continue to distribute coal cars in accordance with its own rule. Justice Cartwright, of the Supreme Court, said:

The state may regulate that portion of the commerce of an interstate carrier which is purely intrastate, subject only to such regulation by federal authority as is necessary to protect and regulate interstate commerce.

Wherever the interstate and intrastate transactions of carriers are so related that the government of one involves the control of the other, it is Congress and not the State, that is entitled to prescribe the final and dominant rule.

The Hepburn amendment of 1906 to the Interstate Commerce Act requires every carrier subject to the provisions of the act to provide and furnish transportation upon reasonable request therefor, but neither Congress nor the Interstate Commerce Commission has ever established any rule or system of car distribution or mine rating, and no reason has been given why the State has lost control over commerce within the state. There is a reason, however, why the Public Utilities Commission was lacking in jurisdiction to make the order herein involved. There was no complaint or finding that the rule of appellant was not fairly administered as between different shippers, but the complaint and order were directed against the rule itself.

In *Puritan Coal Co. v. Pennsylvania R. Co.* the Supreme Court of the United States held that where a rule for the distribution

of cars is attacked as unfair or discriminatory, it is for the Interstate Commerce Commission to decide whether such a rule unjustly discriminates against one class of shippers in favor of another, and until that body declares the practice to be discriminatory and unjust no court has jurisdiction of a suit against an interstate carrier for damages occasioned by its enforcement.

The law as settled by the Supreme Court of the United States, the final authority, is that a state statute requiring an interstate carrier to furnish cars at points within the state within a reasonable time is in entire harmony with the Hepburn amendment, and the state and federal courts have concurrent jurisdiction of actions to recover for failure to perform the duty; but if an interstate carrier has established a rule for the distribution of cars and administers it fairly and equally between applicants the authority to determine whether the rule is reasonable rests with the Interstate Commerce Commission, and no court has jurisdiction until the Commission has determined that question. —281 Ill. 405.

Applying the foregoing decision to the situation in Illinois it will be seen that the distribution of cars must be by rule and not the whim of the carrier; and if the carrier has no rule of its own the grain car distribution rule of the Utilities Commission will apply, until it is attacked before the Interstate Commission and held unreasonable.

A shipper who is being injured by discrimination may bring suit for damages in either the state or federal courts. A shipper who is being injured by an unreasonable rule should file complaint with the Interstate Commerce Commission.

## Lightning Rods in 1918.

Last summer the stock fire insurance companies employed a great deal of newspaper space to impress on their policyholders the advisability of having their property revalued. It was pointed out that because of the increase in the cost of building material and higher wages owners of city property were underinsured and in the event of a fire would probably lose heavily.

Grain dealers might follow the suggestion given and have their plants revalued to learn what it would cost to replace them. While making the valuation why not take stock of the means of protection against fire? Water barrels, buckets, fire extinguishers and ample fire hose, if water pressure is available, give protection against the spread of fire.

Another means of protection is thoroly to rod the elevator to guard against lightning. Ordinarily the elevator is the terminal point of the landscape. It affords the nearest and easiest path over which the negative and positive electric current may pass to meet, and when these two forces do meet, they leave very little of value in their wake.

This year lightning rod protection will cost more, perhaps, than at any time during the last quarter of a century. It will be more difficult to secure and have installed, but it is worth all it costs, and more, because it insures against the sudden and total destruction of elevator and contents from one of the greatest of all causes of elevator losses.

Looking at it in another way the grain dealer will find the cost per unit of value protected is no greater than before. It may be even less, for both the elevator and its contents are worth more now than ever before.

Figure it out. Do yourself and your country a favor by providing protection for your property.

## More Money Required.

Chicago National banks now are loaning only 70 per cent of the value of goods covered by warehouse receipts. This reduction in amount of the advance is due to an order of the Food Administration, originally addressed to the cold storage warehousemen, but extended to include practically all food and feed products.

Terminal elevators are empty and have been virtually so for months. Consequently this restriction on the collateral value of a warehouse certificate scarcely has been noticed by the cash grain trade.

A flood of grain is presumed to be gathering at the source and within a short time should reach terminal markets. Much of it, if it comes in, may go into the terminal elevators and serve to tide over the period when the farmers are too busy in the fields to haul their grain to market.

Unless a goodly supply of last year's crop does reach the markets within a short time the outlook for a supply for the coming summer is far from encouraging. One cash grain man has defined the situation in this way: "We will be surrounded by a flood of grain, without a pound available for use. The farmer will be more intent on putting in a new crop than marketing the old one."

Grain is the most liquid asset there is. Banks have preferred it as collateral and have loaned money on grain warehouse receipts at low rates because it can instantly, at a nominal expense and without trouble, be converted into cash.

During pre-war times it has been possible to finance large stocks of grain with very little capital, and at an exceedingly low cost. Placing the average advance to customers of good standing at 90 per cent of the market value, it ordinarily requires an investment of 6 to 8 cents a bus. to carry wheat, 4 to 4½ cents for corn and 3 to 3½ cents for oats. If the operator must carry 30 per cent of the load at present values, he must invest 66 cents in a bus. of wheat, 45 cents in a bu. of corn and 24 cents in a bu. of oats.

This places the cash trade on a footing, compared with pre-war conditions and prices, where he must carry the full load, for his margin in the grain is very close to the normal prices at which corn, wheat and oats sell.

Heretofore this matter has received very little consideration, for there has been no grain in terminal markets to finance. If blizzards shall cease and grain shall reach the terminals in volume, the problem of finance may become serious even for the strongest houses. To carry a million bus. of corn, for example, will require an investment of approximately \$500,000, as against a normal investment of \$40,000.

The cash grain trade is not unduly alarmed but the situation should be studied.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Machinery for Potato Flour?

*Grain Dealers Journal:* We read very frequent mention of potato flour and would like to purchase machinery for making potato flour. Where is such machinery to be obtained?—L. M. Hunt Grain Co., Colorado Springs, Colo.

### Why Are Receivers Slow in Making Returns?

*Grain Dealers Journal:* Will a reader of the Journal please inform us in Asked-Answered column why all commission firms are on an average from two to four weeks late in sending returns on shipments made from here to Peoria, a distance of only 20 miles? This grain is practically all unloaded there.—Edw. H. Kessler & Co., Cramer, Ill.

**Ans.**—Freight has moved very slowly since the government took control of the railways.

### I. C. C. Rulings on Car Distribution.

*Grain Dealers Journal:* Where can we secure the rulings of the Interstate Commerce Commission, on the distribution of grain cars, or rather, the apportionment of grain cars between different elevators at local shipping points.

Our Nebraska State Railway Commission, which claims to have jurisdiction over such matters in this State, we feel is not fair in its rulings on the distribution of cars as between the grain elevators in our State. We understand that the Interstate Commerce Commission has made a ruling which does give a fair distribution of cars as between different elevators when same is shipped as Interstate Commerce.—Central Granaries Co., Lincoln, Neb.

**Ans.** The rulings of the Interstate Commerce Commission on car distribution do not take the form of regulations for apportioning cars. They are fragmentary opinions on the rules attempted to be enforced by carriers and state commissions, and in each case advise the railroad company or commission to make rules reasonable.

The latest ruling of the I. C. C. on car distribution was published on page 991 of the Journal for Dec. 25; and the latest court decision is that of the Illinois Supreme Court published in this number.

### Authority for Shrinkage Deduction?

*Grain Dealers Journal:* Will the Journal please advise us what authority the railroad company has in declining claims which were filed for shortage of grain which the said railroad company calls a certain amount of the weight a natural shrinkage?

We have several claims now pending against the C&O which they have refused, saying that they require an allowance to cover natural shrinkage of grain in shipment.—Gwinn Bros. & Co., Huntington, W. Va.

**Ans.** Authority for the natural shrinkage

deduction is alleged by the railroad companies to be contained in their tariffs filed with the Interstate Commerce Commission the same as rate tariffs, specifying the deduction. They allege that filing the tariffs with the Commission indicates the Commission's approval.

The truth is that these natural shrinkage tariffs have no standing before the Interstate Commerce Commission or the courts. After extensive hearings a few months ago the Commission apparently recognized that it had no authority over these loss and damage claims and washed its hands of the entire subject by suggesting that shippers and carriers get together and agree. In court, in Nebraska and Illinois, the Council of Grain Exchanges has successfully fought the deduction as reported on pages 136 and 137 of Jan. 25 number of the Journal.

### How Is Discount Figured on Wheat?

*Grain Dealers Journal:* How does the U. S. Food Administration arrive at the discounts they give as the settling price on samples sent them for inspection?

On Jan. 5, 1918, I had car wheat grade No. 4 red winter wheat; 58.5 lbs. test weight, 12.8% moisture; 1% damaged grains; 1% heat damaged grains; .5% cackle, settling price 8 cts. discount from No. 1.

Another car Dec. 28, 1917, grade No. 2 red winter wheat, 59 lbs. test weight, 14% moisture, 5% damaged grains, 1% cackle, settling price 6 cts. discount from No. 1.

Last car Jan. 16, 1918 grade No. 5 red winter wheat, 59.5 lbs. test weight, 14.8% moisture, 1.2% damaged grains, 1.7% heat damaged grains, settling price 11 cts. discount from No. 1.

In understand that the ruling given some time ago was, wheat failing to grade No. 2 was to sell as to its merits.

I have the necessary equipment to make the different tests as to moisture, etc., but am at loss to know how they arrive at the different discounts.

These 3 particular cars were graded at one place by the same party and I questioned their discount on the last car and they replied on account excess moisture and heat damaged grains 1.7% and could not change the discount.

Can any rule be given whereby you can apply the discount? Any answer you or any one can give will be appreciated.—Chas. A. Rinck, West Alexandria, O.

**Ans.** The zone agent was correct in making the settling price 11 cents, as the rule authorized a discount of 12 cents on the sample described. The rule provides that No. 5 wheat shall be 12 cents less than No. 1; and the 1.7% of damaged grains throws this sample into No. 5; but when wheat is of superior quality to the ordinary wheat of the grade in the judgment of the agent it may be priced at a premium reflecting such superior quality, not exceeding 2 cents above the grade price.

Watson S. Moore, sec'y of the Food Administration Grain Corporation, writes that the following are the official rules by which the zone agents calculate the discounts on wheat grading below No. 2:

### GOVERNMENT RULE ON WHEAT DISCOUNTS.

- No. 2 Wheat 3c less than No. 1.
- No. 3 Wheat 6c less than No. 1.
- No. 4 Wheat 9c less than No. 1.
- No. 5 Wheat 12c less than No. 1.

Wheat which is graded below No. 2, when in the judgment of our Agent it is of a superior quality to the ordinary wheat of the grade, may be priced at a premium reflecting such superior quality, not exceeding two cents above the grade price, except when graded down for certain specified causes, which shall be treated as below.

**Sample Wheat.**—Wheat graded "Sample" may be discounted and priced on its merits according to class and sub-class, taking into consideration the cause or causes for so grading, but in no case higher than 4c under the No. 1 grade of the sub-class represented.

**Smutty Wheat** may be discounted and priced on its merits and according to its

class and sub-class, and the grade placed upon it.

**Moisture Content.**—Wheat which is graded down solely because of a moisture content in excess of that allowed in the grade it would otherwise take, may be discounted and priced on its merits according to class and sub-class, at a reasonable discount for each one-half (½) of one per cent of moisture in excess of grade allowance, but in no case higher than 4c under the No. 1 grade of the sub-class represented.

**Mixed Wheat.**—Wheat which is graded down or graded "Mixed" solely because of an admixture of wheat of another class, or other classes, may be discounted and priced on its merits, but in no case higher than 4c under the No. 1 grade of the predominating sub-class in the mixture.

**Red Durum Wheat.**—Wheat of any other class or sub-class, which is graded into the sub-class "Red Durum" because it contains to exceed 10% of the variety Red Durum, may be discounted and priced on its merits, but in no case higher than 4c under the No. 1 grade of the predominating sub-class represented.

**Humpback Wheat.**—Wheat of any other class which is graded into the class "Red Spring Humpback" because it contains to exceed 10% of the variety Humpback may be discounted and priced on its merits, but in no case higher than 4c under the No. 1 grade of the predominating sub-class represented.

### Plain Truth Told Washington Officials.

W. G. McAdoo, director-general of railways, and Herbert C. Hoover, food administrator, were met in conference Feb. 1 and 2 by a delegation comprising: E. C. Eikenberry, Camden, O., pres. Grain Dealers' National Ass'n; J. H. MacMillan, Minneapolis, pres. Council of Grain Exchanges; C. B. Pierce, Chicago; G. F. Ewe, Minneapolis; J. O. Ballard, St. Louis; O. M. Mitchell, New York; A. E. Reynolds, Crawfordsville, Ind.; F. C. Van Dusen, Minneapolis; E. M. Wayne, Delavan, Ill.; E. W. Crouch, McGregor, Tex.; C. D. Jones, Nashville, Tenn.; U. F. Clemons, Marshall, Okla.; E. A. Fitzgerald, Cincinnati; H. N. Sager, Chicago; E. S. Westbrook, Omaha; C. Quinn, Toledo, O.

The food administration regulation forbidding holding food more than 60 days is paralyzing the machinery of distribution, creating a condition of scarcity in consuming territories that is pregnant with disaster, the grain men informed the officials, adding that the accumulation of supplies to be drawn upon in emergency was impossible unless trade was unrestricted and investors could buy and sell for future delivery.

Chairman C. B. Pierce pleaded for cars for coarse grains and Mr. McAdoo promised to send at least 1,000 cars per day into the corn belt.

### Program Michigan Meeting.

The midwinter convention of the Michigan Hay and Grain Ass'n will be held in the Cadillac Hotel, Detroit, Feb. 14. The following program has been announced:

Meeting called to order at 2:00 p. m. by Pres. T. J. Hubbard, Mt. Pleasant.

Address of Welcome, C. R. Huston, Pres. Detroit Board of Trade.

Response, F. L. Young, Lansing.

President's Address.

"Licensing Hay Shippers," John L. Dexter, Detroit.

"To Whom Should Licenses Be Granted," Geo. S. Bridge, Chicago.

"National Hay Ass'n," J. Vining Taylor, sec'y, Winchester, Ind.

"Grain Dealers National Ass'n," Chas. Quinn, sec'y, Toledo, O.

"Transportation," J. C. Graham, Jackson.

Discussion, Led by C. E. Noyes, Jackson.

A banquet will be given at 6:30 p. m. John L. Dexter will be toastmaster, and the principal speaker will be a Canadian army officer who has just returned from its service in France and Belgium.



## To the Members of the Grain Trade:

The grain trade is very short of supplies of corn, oats, rye and barley for immediate distribution to consumers.

A large amount of corn and oats, and a considerable amount of rye and barley is still on the farms and in country elevators, but it has been impossible to move it to market because of insufficient rail transportation.

Every one who can in any way assist furthering the movement of this grain to market should do so by every means in his power.

On account of the poor keeping quality of the corn of the crop of 1917 it is desirable to ship corn in preference to the other grains mentioned, but as there will be many days when, on account of poor wagon roads, it will not be possible for farmers to haul very much corn to the railroad, then on such days efforts should be made to ship as much as possible of the other grains, of which considerable quantities remain in store in elevators lying along the railroads throughout the grain producing sections.—E. C. Eikenberry, President, Grain Dealers National Ass'n, Camden, O.

THE Ewart Grain Co. of Lincoln, Neb., now stamps all of its stationery "Universal Grain Code Preferred."

"VICTORY BREAD" was originated as a trade mark just before the Food Administration chose the same designation, by the Schulze Baking Co., of Chicago, which on being advised of the Administration's desire to use the same immediately turned it over in a wire "Victory is yours." Wm. Evans of the Schulze advertising service also offered his personal assistance in working out the plan.

## Accrual of Demurrage at Chicago.

On behalf of the country shippers against whom the demurrage on cars arriving at Chicago would be assessed, J. S. Brown, manager of the Transportation Department of the Board of Trade, made a vigorous protest to the railroad general managers at their meeting Feb. 8.

McAdoo's new rules could be and were interpreted to make demurrage accrue from the sending of mail notices to consignees, altho the car might not have been placed on the inspection track and the grain commission merchant be unable to sell the car because the sample and inspection certificate was unavailable. This could easily cost the shipper \$5 or more per car, due purely to the fault of the railroad company in not placing the car where the inspector could find it.

The railroad officials promised to bulletin the arrival of cars to the inspectors, the inspectors to return the notices when cars are not found, the inspectors' notices to become official when the cars are found and inspected, the demurrage to accrue from the said official inspectors' notices. Thus the receiver will have 24 hours' free time from the first 7 a. m. after the receipt of the notice and sample to give disposition.

The roads agreed to designate just what tracks would be considered inspection tracks and to bulletin the cars to the inspectors at 9 a. m. Eastern roads having small receipts and on many days none at all will obviate the necessity of the inspector making a useless trip to the yards, by posting the bulletin at the down town offices of the railroads.

Why continue to use an inferior code when your correspondent prefers you to use the Universal Grain Code?

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. 56468, eastbound, was switched out at Ayr, N. D., Jan. 10 leaking durum badly. From what information I could get it came from Luverne.—C. A. Barnett.

## Coming Conventions.

Feb. 14.—Michigan Hay & Grain Ass'n at Detroit, Mich.

Feb. 19-21—Farmers Grain Dealers Ass'n of Minnesota, Minneapolis.

Feb. 21-22—Farmers Grain Dealers Ass'n of Ohio, Toledo.

Feb. 26, 27.—Missouri Grain Dealers Ass'n at St. Louis, Mo.

Mar. 5-7—Farmers Grain Dealers Ass'n of North Dakota, Bismarck.

Apr. —Western Grain Dealers Ass'n at Fort Dodge, Ia.

June 18, 20.—American Seed Trade Ass'n at Chicago.

July 9-11.—National Hay Ass'n at Cleveland, O.

Sept. 23, 24, 25—Grain Dealers National Ass'n at Milwaukee, Wis.



Going Down for the Last Time.



Go back to the simple life, be contented with simple food, simple pleasures, simple clothes. Work hard, pray hard, play hard. Work, eat, recreate and sleep. Do it all courageously. We have a victory to win.—Hoover.

## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Wants Small Side Doors in Cars.

*Grain Dealers Journal:* I think small side doors should be provided in cars for loading. I have a flexible loading spout, but have to do a lot of scooping to load the ends of cars, and this could be avoided if a small hole were placed in the sides of cars.

This hole should be about the size of the loading spouts which are in use.—Frank W. Sanders, Alderdale, Wash.

Is Percy Reed present?

### Another Big Car.

*Grain Dealers Journal:* We wish to submit the following entry for the lists of large cars: On Jan. 26 we unloaded oats from car U. P. 171041, and found the grain to weigh 119,750 lbs. or 3,742 bus. 6 lbs. This was a 100,000-lb. capacity car, and we believe the load almost establishes a record.—Elvtr. "C" of the J. Rosenbaum Grain Co., South Chicago, Ill.

### Misinterpretation of Grain Code.

*Grain Dealers Journal:* We have met with two or three losses on account of a misunderstanding of the meaning of the page on deliveries in the Robinson Code. The members of the grain trade generally have accepted this page of "Deliveries" as meaning shipments. For instance the word "boundless" means "15 days delivery," but by the members of the grain trade it is accepted as "15 days shipment." In two instances within the last year misunderstanding of the meaning of these words has caused our firm losses amounting to over \$500.—Yours very truly, Ewart Grain Co., Lincoln, Neb.

### Corn of 19% and More Moisture to Get 80% of Nebr. Cars.

*Grain Dealers Journal:*—It was practically a unanimous verdict of grain shippers and representatives of carriers present at the hearing on Jan. 18 that special movement ought to be provided for corn carrying high moisture content.

As a result of the evidence brought out at that hearing, the Commission issued an order directed at the shippers and carriers alike that 80% of such cars as are available in Nebraska for grain loading shall between Jan. 28 and Mar. 2 be devoted to the handling of corn with moisture content of 20% or greater.

Evidence submitted later led the Commission to the conclusion that this percentage was a little too high and by a supplemental order it was provided that corn of moisture content of 19% or greater should be moved in 80% of such cars as are furnished, the other 20% to be used for other grain or drier corn. This is the present status of the matter.—Yours truly, T. A. Browne, Secretary. Lincoln, Jan. 28.

### Keep Soft Corn on the Farm.

*Grain Dealers Journal:* I see by one of the leading market letters that "soft corn simply has got to move to primary centers before country roads break up or it will be lost to commerce."

I differ with my good friend and want to say that the place for this soft corn is on the farms, where it was produced. The producer, if he will, can handle this corn better and cheaper than any one else and bring it through ultimately in better condition to the consumer.

Farmers who sorted their corn last fall, as they all should have done, fed the "softest" of it then and there, and will move it now in the crib or from one crib to another. By sorting out the ears that have no business getting into commerce, they will not only be gainers themselves, but will prevent much loss and trouble to the dealers, transportation companies, and ultimate consumers.

The sun and air will eventually, without expense, dry this wet corn. Why impose an unnecessary burden on the overworked railroads by having them haul a lot of water to the primary markets. The consumer prefers natural to artificially dried corn. When the producers and grain dealers learn and will do their plain duties, soft wet corn in the channels of commerce will soon become a negative quantity.

We should not get peeved at the ruling of the Food Administration who has suggested a ratio of three to one of wheat flour. The indications now are that next year the ratio will be sixteen to one.—Yours truly, E. T. Cusenbolder, Sidney, O.

PORTLAND, ORE., has received 1,000 tons of Australian wheat on a sailing vessel, the Harvest Home. The grain probably will be milled for the account of the Food Administration. The wheat is of fine quality, of the blue-stem type though not so strong in gluten as the Oregon variety, resembling more closely the Patrouse blue-stem.

### Regulated.

We welcome you, Food Regulator,  
Warm welcome, wondrous educator.  
Because of you I am much wiser:  
I've learned to eat to beat the Kaiser.

My duty's plain, and I am shirkless,  
So Mondays are entirely workless.  
On Mondays, too, I eat no wheat,  
And that's the day I have no heat.

When Tuesday dawns I rise benign,  
Firmly resolved: "No meat for mine,  
"At one meal I shall wheat eschew,  
"And other loyal things shall do."

On Wednesday is it meat, or wheat,  
Or pork or wheat I'm not to eat?  
Or shall I from all sweets abstain,  
Or eat less heat, or drink less rain?

Pray do not hold me unenthused,  
But in a way I get confused;  
And some "sweet" days I think are wheat-  
less,  
Then ascertain they're merely eatless.

Oh! porkless, sweetless, wheatless days,  
Your fame my appetite allays,  
I'll eat cornmeal 'til times grow smother,  
Then find relief from our friend Hoover.

Oh! workless, heatless, meatless day  
Those savage Huns make each one pay.  
But e'er Kultur should come to stay,  
I'd rather have a breathless day.

### Regulations on Board of Trade Stamp Taxes.

Under the War Revenue Act, approved Oct. 3, 1917, imposing a war stamp tax on Board of Trade transactions, the Commissioner of Internal Revenue, Daniel C. Roper, has issued Regulations No. 40, of which Part 2 promulgates the regulations for the collection of stamp taxes on sales on exchanges for future delivery.

The tax is 2 cents on each \$100 of value of commodity sold.

Delay was encountered in promulgating the regulations, and in their interpretation; and the grain exchanges and their members have experienced further delay at the hands of printers in getting out the forms required, so that the Internal Revenue Collector on Feb. 1 granted a postponement of the time that returns must be in until Feb. 15. The records shall be written in ink and kept in separate books.

No stamps will be sold except on a requisition giving the name and address of the purchaser.

Separate regulations, very much the same, have been provided for clearing houses and for members of exchanges, from which we take the following:

#### REGULATIONS.

Art. 1. That for the purposes of these regulations the term "sale" or "contract of sale" shall be held to include all sales, or agreements of sale, or agreements to sell, including so-called transfers or "scratched sales."

**Exchange Defined.**—The word "exchange" as used in these regulations, except as otherwise specifically indicated in the regulations, shall be deemed and taken to include each and every agent or agency, auction place or other meeting place at which produce or merchandise for future delivery is publicly bought, sold, bid for, offered or exchanged, or contracts for such future delivery are made, either between the members or patrons of such exchange, or as between members and non-members, patrons and the public, and it shall include all incorporated and unincorporated associations of individuals, partnerships and corporations engaged in the business of publicly selling, buying or exchanging products or merchandise for future delivery.

**Registration.**—Art. 2. Every person engaged in whole or in part in making contracts of sale of any product or merchandise or commodity at, on, or in, or under the rules or customs of any exchange for future delivery, or engaged in the business of accepting or procuring the transmission of such contracts of sale, to be executed on any exchange, and every exchange and every clearing house shall, on the first day of Dec., 1917, and if not on that date engaged in business, then within ten days after engaging in business, and on the first day of July annually thereafter file in the office of the collector of internal revenue of the district in which each place of business of such person, exchange, or clearing house is located, or with such other internal-revenue officer as may be hereafter designated, a statement under oath setting forth the full name of such person, if an individual, and if a partnership the full names of all the members of such partnership, with the post-office address of the individual or partnership; and if the person filing such statement be a corporation or association it shall set forth its principal office or place of business with the names and addresses of its chief officer and its secretary, accompanied by a list of its members and their addresses, and if incorporated when and where incorporated, and if unincorporated, under what agreement or authority it is conducting business, together with a copy of such agreement.

**Transactions Not Taxable.**—Art. 4. No tax is imposed on cash sales of products or merchandise for immediate or prompt delivery which in good faith are actually intended to be delivered. All sales at an exchange for future delivery are subject to the payment of the tax.

For the purpose of these regulations "immediate or prompt delivery" shall mean delivery at once or as soon as practicable, and in any event within twenty days of the date of the sale or agreement. Every sale or agreement not evidenced by a memorandum or contract expressly requiring



immediate or prompt delivery within the above definition shall be deemed to be for future delivery. In all cases in which the commissioner is not satisfied from the evidence submitted to him that the transaction was in good faith intended to be followed by immediate or prompt delivery, within the above definition, the seller shall be required to pay the tax as on a sale for future delivery.

**Memoranda of Sales.**—Art. 5. Every person who makes sales or contracts of sale of any product, merchandise, or commodity at, on, or in any exchange for future delivery, shall, except as herein otherwise expressly provided, deliver to the buyer a bill, memorandum, agreement or other evidence of such sale or agreement of sale, which shall show the date thereof, the name of the seller, the name of the purchaser, the product, merchandise, or commodity, the quantity thereof to which it refers, the price, the aggregate amount of the sale and the amount of the tax to be paid, to which bill, memorandum, agreement or other evidence of sale there shall be affixed a lawful stamp or stamps in value equal to the amount of tax on such sale.

**Returns by Members of Exchanges.**—Art. 8. All persons who make contracts of sale of any commodity, product or merchandise, at, on, or in any exchange, board of trade, or other similar place of business, for future delivery, whether such contracts shall be cleared and adjusted thru a clearing house, or clearing ass'n, or directly between the seller and buyer, or otherwise, shall on or before the fifteenth day of each month, and at any other time required by the Commissioner of Internal Revenue, make return, in writing, to the Commissioner of Internal Revenue, or some officer designated by him, for the preceding month or any other period, verified before some officer authorized to administer oaths, showing:

- (a) The number of contracts of sale and purchase of each product, merchandise, or commodity brought forward from the preceding month.
- (b) The number of contracts of sale and purchase of each product, merchandise, or commodity during the current month.
- (c) The month in which the products, merchandise, or commodity is to be delivered.
- (d) The methods of settlement of each contract, i. e., whether by "actual delivery," "notice," "ring," "direct," "transfer," or "scratch sale," "pair off," or "matched," "pass out," "set-off," "give up," through a clearing house or clearing association, or otherwise.
- (e) The gross amount of the contracts of sale.
- (f) The tax paid thereon.
- (g) The number of contracts both of purchase and sale left open at the end of the month.
- (h) The amount of stamps on hand from preceding month.
- (i) The amount of stamps purchased during month.
- (j) The amount of stamps used during month.
- (k) Balance of stamps on hand at end of month.
- (l) The origin of the order of the contracts, whether domestic or foreign.

Such returns shall be made upon forms to be furnished, upon application, by the collector of internal revenue, or other designated officer of the district in which the exchange, board of trade, or other similar place is located.

RATHER than sell his corn and pay alimony with the proceeds Henry Meyer, living near Kankakee, Ill., stored and held it for six years, accumulating in that time 10,000 bus. Some one told Hoover, Hoover told Harry A. Wheeler, Illinois Food Administrator, and the corn hoarder received word to sell his corn within 30 days. A car in which to ship the first load was set in.

Nature waits for no man. Spring will soon be here and then our troubles will increase by leaps and bounds. We don't think we are too pessimistic, we want to impress every one with the danger so each will do their part to help divert the disaster that seems impending. The Government is fully alive to it and drastic orders have been given to the railroads to move corn.—W. H. Perrine & Co.

## Transactions Stamp Tax Regulations Interpreted.

At the request of John R. Mauff, sec'y of the Chicago Board of Trade, the following explanation has been prepared by Dan J. Chapin, internal revenue agent at Chicago:

**Records of Transactions.** A record must be kept of every purchase and sale of any description of any commodity at or under the rules or customs of any exchange for future delivery. These records may be kept in accordance with the specimen blueprint pages which are on file in your office.

When an option has been exercised on offers for "deferred acceptance," i. e., where the "offers" have been "made good," the entry of the sale is to be made in the regular "option" or "purchase and sales" book, required to be kept, but the value of the sale, in dollars and cents, is not to be entered in the latter book, for the reason that this value has already been entered in the "bids and offers" book, and in totaling the values of all trades in both books for the purpose of reporting same in the return to be made there would be a duplication of the value of the "offers made good" and an apparent insufficiency of taxes paid. Neither is the amount of taxes which are entered in the "bids and offers" book to be entered in the "option" book.

It will also be necessary where "offers" have been "made good" and entered in the "option" book to make some notation by rubber stamp, or otherwise, plainly disclosing or segregating these entries.

These records may be a part of the commercial records of the person keeping them, or a separate and additional record according to the wishes of the person, but the Department would rather have them kept as a part of the commercial records. This would also obviate the necessity of your members keeping two sets of records.

**Returns** shall be made on or before the fifteenth day of each month for all purchases and sales, and the methods of settlement thereof made during the preceding month on forms to be furnished by the Department. As these forms have not been received from Washington, your members have been unable to send in their returns, and a reasonable time will be allowed them to make these returns after the arrival of the necessary forms.

In making the returns the quantity of bushels, etc., of all purchases sales and "offers" shall be reported, but care must be taken that the number of bushels, etc., on "offers made good" entered in the "option" book is not included in the total of purchases and sales reported, otherwise there will be a duplication in the number of bushels bought and sold.

**Sales Made in Offices.** In places of business used generally for purposes of dealing in products or merchandise for future delivery, or used in conducting business in such dealings or for such purposes without regard to its location or designation is considered a "similar place" to an exchange or board of trade, therefore any sales, agreements of sale, or agreements to sell of products or merchandise for future delivery made in any such place of business or office, are taxable, whether original or new transactions, or whether for the purpose of closing up old transactions or for the making of so-called "forced" settlements at a fixed price.

**Memorandums of sale not stamped** or insufficiently stamped. Under Section 802 of the war revenue act of 1917, whoever makes, signs, issues or accepts, or causes to be made, signed, issued or accepted, any document or paper without the full amount of taxes thereon being paid, is guilty of a misdemeanor. Therefore, in order not to be deemed guilty of a misdemeanor the buyer should refuse to receive any document or paper not having the required amount of revenue stamps thereon.

**Sales for "Immediate" or "Prompt" Delivery.** In order to be free of tax, every such sale or agreement of sale must expressly require delivery within a period of not more than twenty days from the date of sale or agreement. In my opinion, the fulfillment of such a contract by delivery within the specified period to cars at point of shipment or at a named point of destination depends upon the expressed requirements of the contract. It is also my opinion that sales can be made for delivery within any number of specified days without using the exact words "immediate" or "prompt," provided, of course, that the specified time for delivery does

not extend beyond the twenty days allowed by law.

Your members, however, must understand that the law and regulations (No. 40) is their guide, and that the opinions herein set forth are only my interpretations of the law and regulations. This office cannot contract, extend, elaborate or place any construction on the language used by the legislators who made the law, nor the expressions of the department in its interpretation of the law, other than is sustained by the language itself.

## We're All for Him.

Stepping under the visor and bars which designate the rank of captain in Uncle Sam's army was not a new experience for Grant M. Miles, assistant secretary of P. B. & C. C. Miles, of Peoria, Ill. Previously when trouble had threatened he was one of those who responded to the call of duty. He served as Captain Company H. Fifth Illinois Infantry, during the Mexican trouble and retained his office in that organization until September, 1917.

He then entered the second officers' training camp at Fort Sheridan, in 1917, and was commissioned Captain with high honors. He now is with 339 Infantry of the National Army stationed at Camp Custer, Mich., a short distance from Battle Creek.

Captain Miles is the son of Charles C. Miles, one of the founders of the well-known grain commission firm that bears his name. He received his education in the Highland Park Military Academy, the Bradley Polytechnic Institute and the University of Illinois. He became a member of the Sons of Veterans' Military Company and attended the first officers' training camp at Fort Sheridan in 1915.

He resigned his position with the firm in 1917 to do his bit to make the world safe for sane people, but retains his interest in the firm. A likeness of Captain Miles in uniform is reproduced herewith.

A SALE of adulterated beans by the Armada Elevator Co., Armada, Mich., brought a fine of \$50 for violation of the food and drug act, analysis showing cull beans, partly moldy and one half of the moldy beans of the variety known as anthracnose beans.



Capt. Grant M. Miles, Peoria, Ill.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### INDIANA.

Bicknell, Ind., Jan. 28.—I am sending a circular letter to every farmer in my territory trying to impress upon him the grave situation we are up against for good seed corn in the spring. There will be a big corn crop planted, and I am after them to see that they get good seed. The farmers had planned to sow a big acreage to oats but since the price of seed has gone so high they are a little slow about taking hold of them. The same is true of clover seed. Growing wheat looks good.—O. L. Barr.

### KANSAS.

Gorham, Kan., Feb. 9.—Present prospect for wheat is fair.—Russell Lbr. Co.

Arma, Kan., Feb. 9.—There was a good crop of corn and oats here.—Masquelier & Salvinia.

Arkansas City, Kan., Feb. 9.—Growing wheat in good condition, altho rain will help it.—The New Era Mfg. Co.

Humboldt, Kan., Feb. 9.—Our corn and kafir all good quality, there being no damage by frost.—Dickinson Bros. Grain & Hay Co.

Ray, Kan., Jan. 26.—Growing crop of wheat not up to hopes. It is too early to estimate damage by high winds and low temperatures.—L. H. Thorp, mgr. Farmers Grain & Supply Co.

Highland, Kan., Feb. 9.—Our corn is all grading No. 4, and only about 50 per cent of it has been shipped out. The winter has been very severe but farmers generally report that the growing wheat is in good condition.—Highland Grain Co.

Lebanon, Kan., Feb. 9.—In Smith County last year we had a total failure on wheat, having to ship in wheat for seed as well as every bushel we grind. Have been in the grain business 25 years, and this is the first year we could not get wheat in our county to run a small mill. Corn and oats crop also very short.—Lebanon Mill & Elvtr. Co.

Meade, Kan., Feb. 5.—Not over 2,000 bus. of wheat were grown in the territory tributary to this station last year and the feed crop was very light. None of the kafir matured for seed, and only a small portion of the milo and feterita will do to plant. Have had no rain and only very light snow thru the winter, which has been very cold, but if it should warm up soon and there be plentiful rains it might be that we would raise about one-third of a wheat crop.—A.

### MICHIGAN.

Lansing, Mich., Feb. 5.—Snow protected wheat in the state and in the different sections 31 days. The average depth of snow on Jan. 15 in the state was 11.51 inches, and on Jan. 29 it was 17.07 inches. Fifteen reports state that wheat suffered injury during January from some cause, while 361 state that during the month it did not suffer from any cause. Grain threshed up to and including Jan. 19 was as follows: wheat, 13,918,285 bus.; rye, 4,532,417 bus.; oats, 44,781,630 bus.; barley, 3,318,740 bus.; and buckwheat, 346,141 bus.—Coleman C. Vaughan, sec'y of state.

### MONTANA.

Williams, Mont., Jan. 30.—The weather is favorable for winter wheat.—Geo. E. Pullinan, mgr. Equity Co-operative Ass'n.

Great Falls, Mont., Jan. 25.—We had an open fall and early winter so our farmers kept plowing almost up to Christmas. Our large acreage sown to winter wheat is now

covered with a heavy blanket of snow. Many newly plowed fields insure a larger acreage to small grain than ever before.—A. E. Barkemeyer.

### OKLAHOMA.

Alva, Okla., Feb. 8.—No corn or oats were grown thru this section and all must be shipped in. Condition of growing wheat is rather discouraging owing to continued dry weather.—S. S. Shelly, mgr. Farmers Co-operative Ass'n.

Kingfisher, Okla., Feb. 8.—Crop prospects are very much improved by the heavy sleet of a few days ago. Oats seeding just beginning, and calls for seed indicate that a very large acreage will be put out. Believe it will be about 100% more than last year.—Farmers Elvtr. Co., A. R. Smith, mgr.

Oklahoma City, Okla., Feb. 1.—Wheat shows a condition of 56%. This is a decrease in condition of 6% as compared with last month. Condition on same date in 1917 was 80%. Some parts of the state report a damage to wheat by continued cold and dry weather. Just how serious this damage is cannot be determined at this time. Heavy snows in the north and northeastern part of the state during the past month will be of great benefit to the wheat in that section. In the west and southwest where moisture for wheat is very badly needed, the farmers report that recent snows have been of very little benefit on account of the snow having been swept from the wheat fields by high winds.—Frank M. Gault, pres. state board of agriculture.

### OREGON.

Portland, Ore., Jan. 27.—The rainfall during this winter has been exceptionally heavy, and this should be of great benefit to crops in the spring.

### SOUTH DAKOTA.

Parkston, S. D., Feb. 6.—Corn proposition is bad this year. Seems that the state will not have enuf good seed and we have inquiries from all over our neighboring states for seed corn. Should think that the government could do something along this line to secure some corn at agricultural stations for seed in different states.—John Doering, mgr. South Dakota Grain Co.

### Spring Wheat in Texas.

Spurred by the poor condition of the winter wheat crop and the need for bread grain the Texas Grain Dealers Ass'n, through its executive com'te, in co-operation with the state Department of Agriculture and the Food Administration has made arrangements to furnish farmers of the Lone Star State with spring wheat seed. The seed will be supplied by the Food Administration Grain Corporation and will be shipped to millers and grain dealers of Texas to be sold at reasonable prices to farmers.

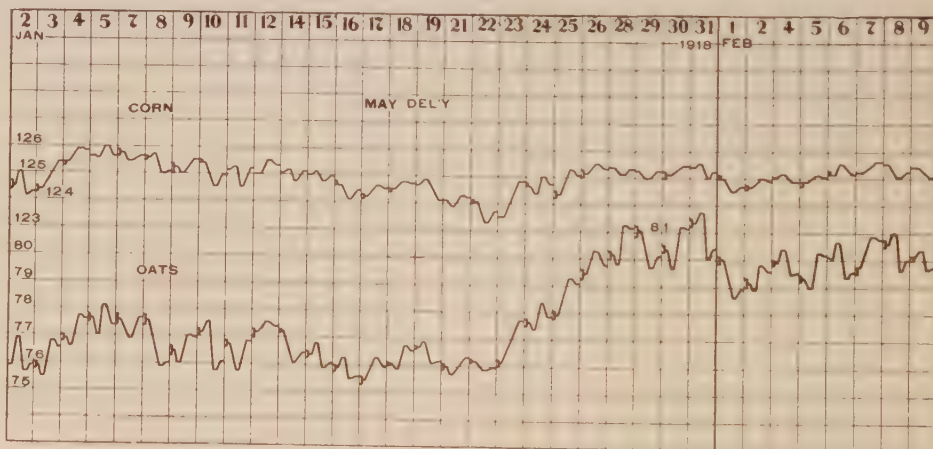
A report from H. B. Dorsey, secretary of the Texas Grain Dealers Ass'n, says many of the loyal farmers of Texas are inquiring for seed and have announced their intention to try to increase the production of wheat if seed can be secured.

Co-operating in this work is the Texas Bankers Ass'n, the member banks to aid in encouraging the planting of spring wheat, and financing the purchase of seed by farmers who are unable to pay for it in advance.

THE MUTUAL COMMISSION CO. has gotten out a unique folder advertising the new plugging method of inspecting hay at Cincinnati, O.

IMPORTS of rice into Japan in 1916 were valued at \$1,539,177, wheat, \$676,010, flour, \$103,024. For the preceding year the values of the same imports respectively were \$2,433,290, \$816,354, and \$158,050. During 1916 Japan exported oats to the value of \$43,266, against exports valued at \$585,579 in 1915. Exports of unhusked rice in 1916 were valued at \$2,995,246, husked rice, \$2,581,751, for the previous year \$3,497,531 and \$1,311,560. Wheat exports for 1916 were 30,052,408 bus., barley, 48,943,219 bus., rye, 40,560,389 bus. For 1915 the exports were, wheat 27,389,506 bus., barley, 52,498,508 bus., rye, 41,872,967 bus.

Opening, High, Low and Close at Chicago Since Jan. 1.



### Daily Closing Prices.

The daily closing prices of oats and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY OATS.												
	Jan. 25.	Jan. 26.	Jan. 28.	Jan. 29.	Jan. 30.	Jan. 31.	Feb. 1.	Feb. 2.	Feb. 4.	Feb. 5.	Feb. 6.	Feb. 7.
Chicago	79½	79½	81¼	80½	81¼	80½	79	79½	79½	80¼	79½	80¼
Mpls.	77½	78½	79½	78½	79½	79	77½	78½	78½	79½	78½	79½
St. Louis	79½	80½	81½	80½	81½	80½	79½	80	80	80½	80	81¼
Kan. City	80½	81¼	82½	81½	82¼	81½	80½	80½	81	81½	81	82¼
Milw'kee	79½	79½	81¼	80½	81¼	80½	79	75½	75½	80¼	79½	80½
Win'peg	86½	86½	87¼	86½	87¼	86½	86	86½	86½	86½	86½	87
MAY CORN.												
	Jan. 25.	Jan. 26.	Jan. 28.	Jan. 29.	Jan. 30.	Jan. 31.	Feb. 1.	Feb. 2.	Feb. 4.	Feb. 5.	Feb. 6.	Feb. 7.
Chicago	125½	125½	125½	125¼	125½	125¼	124¾	124¾	124¾	125	125½	125½
St. Louis	125½	125½	125½	125½	125½	125½	124¾	125¼	125¼	125½	125½	125½
Kan. City	125½	125½	126¼	125½	126¼	126	125½	125½	125½	125½	126¼	126¼



## Unfair Demurrage Canceled.

J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade, with representatives of the National Industrial Traffic League, held a conference at Washington recently with railway officials and commissioners in a protest against the application of the demurrage rules indiscriminately, penalizing shippers for delay by inspection departments, and against the abrogation of the average agreement and the bunching rule.

The new rule effective Feb. 10 allows 24 hours for inspection and disposition.

All of the conferees agreed to the following recommendation to Director General McAdoo:

"It is further recommended that the Interstate Commerce Commission and the respective State Commissions be requested to take appropriate action to the end that all demurrage accruing between Jan. 21, 1918, and the effective date of the tariff submitted herewith, may be settled upon a basis that will eliminate the application of the tariffs issued under Order No. 3."

Accordingly Edward Chambers advised Interstate Commerce Commissioner Clark:

"It is understood that very few of the tariffs that were filed in purported compliance with the order actually complied therewith in its entirety and many of the tariffs do not comply with Fifteenth Section Order No. 225, and as amended, issued by the Commission in connection therewith. The whole situation can be cleared if the Interstate Commerce Commission will return tariffs that were filed effective Jan. 21, and thereby clear its files of all such tariffs."

## Demurrage Again Changed.

All railroads under the jurisdiction of Director General McAdoo have been given permission by the Interstate Commerce Commission to file on not less than one day's notice tariffs containing changes in demurrage rules, regulations and charges which shall conform to the order issued by the Director General Jan. 29, and effective Feb. 10. The new tariffs must provide:

A. (1) Forty-eight hours (two days) free time for loading or unloading on all commodities. (2) Twenty-four hours (one day) free time on cars held for any other purpose permitted by tariff.

B. That the average agreement rule be permitted, but that it apply solely to cars held for unloading.

C. That under the average rule the number of days on which debits accrue be made four instead of five.

D. That the demurrage charge on all cars, after the expiration of the free time allowed, be \$3 for each of the first four days, \$6 for each of the next three days, and \$10 for each succeeding day.

E. That the bunching rule be reinstated with the following change in paragraph 2:

Cars for unloading or reconsigning.—When, as the result of the act or neglect of any carrier, cars originating at the same point or at intermediate points moving via the same route and destined for one consignee at one point are bunched at originating point, in transit or at destination, and delivered by the carrier in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment. Claim to be presented to carriers' agent within 15 days.

These charges will supersede all those named in any existing tariffs applicable to carload freight, except:

1. Cars loaded with live stock.  
2. Empty cars placed for loading coal at mines or mine sidings, or coke at coke ovens, and cars under load at mines or mine sidings or coke at coke ovens.

3. Foreign export freight awaiting ships at ports.

4. Coal for transshipment at tidewater or lake ports.

5. Empty private cars stored on railroad or private tracks, provided such cars have not been placed or tendered for loading on the orders of a shipper; and specifically contemplate the cancellation of all conflicting provisions of existing tariffs.

## Demurrage on Reconsigned Cars.

Railroad congestion at St. Louis has brought about an unusual situation. Shipments of grain, grain products and hay, reconsigned to eastern points, are not being accepted by the railroads, but the carriers tending delivery are demanding demurrage for the detention of the cars.

A strong protest against the practice has been addressed to Mr. Chambers, assistant director general of railroads, by Charles Rippin, traffic manager of the Merchants Exchange, from which the following is quoted:

Notwithstanding we have given directions upon arrival to the various carriers to send cars of grain, grain products, alfalfa meal, hay, etc., forward to new destinations east of the Mississippi River, the carriers have been unable or unwilling to send the shipments forward; they refused to issue to the shippers new Bs/L to the new destinations and have notified them in some cases that they will be held for demurrage charges accruing while acceptance of the shipments by the eastern lines is refused.

I think it is clear that it is the duty of a common carrier to carry goods when tendered. I do not know of any case where the embargo question has been passed upon by the courts as relieving the carrier of his duty to carry nor of any case where it has been held that if he refuses to perform his common law duty, he may impose a charge for detention of cars so refused, upon the owner of the goods in them.

I am advising all of our members not to let any cars be delayed on which demurrage may be demanded to send the bills for demurrage to me so that I may have them all in one batch. I think, however, instead of going thru all this controversy with each of the individual lines, it would be helpful if a rule could be made when cars in transit are properly tendered upon reconsignment to the eastern lines, which are unable to take same, because of their own disability, there should be no demurrage assessed against the owners of the property.

If the argument is advanced that the owner may unload the goods and hold them in a warehouse, I would say that the warehouse facilities are practically filled here with goods of various kinds and additional storage room is not available in the volume that would be required for such an operation; furthermore, it is uneconomic to require all the extra switching on the inbound cars to warehouses, the unloading expense, switching out of the empty, the switching in of another empty, after much delay, usually, the reloading expense and the switching of the outbound load, when the quicker method of marketing the goods that are badly needed in the East, can be availed of to send them on in the original car as needed.

## Premium on Cash Oats.

Billing makes big difference. Bidders always consider the value of the billing in making their bids. Best billing brings the highest. Demand varies. When cars are scarce oats in store are the least desirable. That is why Chicago delivers on contracts when oats on track with best billing sell several cents higher. Chicago has some oats filed for shipment out of store which have been waiting for cars for several months. When you buy futures, you buy oats in store. That is what you pay for and the value you receive when you sell. Some are disappointed because they do not get the price quoted for oats on track with favorable billing. Be reasonable. Oats would not be delivered if they could sell them at a premium.—C. A. King & Co.

## Pioneer Alexander Stewart Passes.

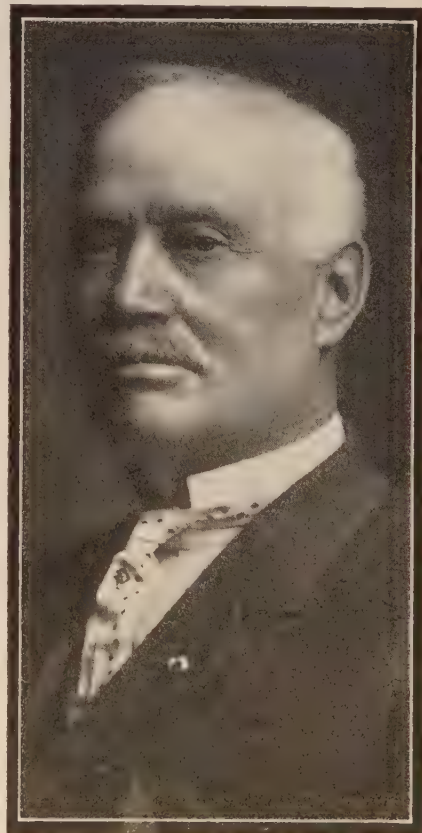
Members of the grain trade of Minneapolis miss and mourn the familiar form of Alexander Stewart, vice-president of the Monarch Elevator Co., who died at his home in that city Feb. 2.

Mr. Stewart long has been prominent on the trading floor of the Minneapolis Chamber of Commerce. He was one of the pioneer grain men of the northwest and was prominent in the upbuilding of Minneapolis as a cash grain market. In 1893 he became associated with Frank H. Peavey and since that time was closely associated with the extensive grain interests of which Mr. Peavey was the founder.

His passing takes from the ranks one of the few remaining pioneers of the grain trade of Minnesota, of which state he was a resident nearly all his life. He was of that class which early in the history of the Northwest visualized the possibilities of the grain business and aided to promote and develop it.

He was born in Delaware County, Iowa, Oct. 3, 1847. His father, William Stewart, was born in Inverness, Scotland, and was one of the earliest settlers, devoting himself to the difficult work of reducing the wild land of his adopted state and section to cultivation. The son had his share of pioneer work on the farm, took advantage of the meager educational facilities the country provided, and at the tender age of fifteen became identified with the buying and selling of grain. Diligence, application and foresight carried him to the top and made him a prominent figure in the grain trade of the Northwest.

THE COM'ITE on public information from April to Dec. 31, 1917, has spent \$119,821.96 in salaries and \$325,713.20 for all its other expenses.



Alexander Stewart, Minneapolis, Minn., Deceased.



## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

### COLORADO.

Bristol, Colo., Feb. 9.—There will be no grain to ship from this station as the local demand will take all the surplus.—J. E. Gordon, proprietor Bristol Elvtr.

Brush, Colo., Feb. 9.—All wheat moved; very little corn to move. Will have to ship corn in. Cars are very scarce, and most all cars sent in are in very poor condition.—Brush Mfg. & Merc. Co.

Colorado Springs, Colo., Feb. 9.—Practically no grain of any kind to be shipped from here. Several cars of beans already shipped out, and a large quantity still in farmers hands. They are holding for better prices. Cars sufficient. Seed grain scarce.—The H. A. Robinson Grain Co.

### INDIANA.

Micknell, Ind., Jan. 28.—Practically all of the old wheat is out of the country.—O. L. Barr.

### IOWA.

Keokuk, Ia., Feb. 4.—The grain business in southern Iowa and northern Missouri is rather slow this year on account of the scarcity of cars.—The O. A. Talbott Co.

### KANSAS.

Lebanon, Kan., Feb. 9.—We will have to ship in seed oats and seed corn.—Lebanon Mill & Elvtr. Co.

Ellis, Kan., Feb. 9.—No grain of any kind to ship from here. Total crop failure last year.—Ross & Waldo.

Ray, Kan., Jan. 26.—Wheat about all marketed. Some corn being marketed.—L. H. Thorp, mgr., Farmers Grain & Supply Co.

Arma, Kan., Feb. 9.—There are 3 or 4 cars of oats, 6 or 8 cars of corn and no wheat to ship from this station.—Masqueller & Salvinia.

Gorham, Kan., Feb. 9.—We have nothing more to ship from this station, our crop being light and it has all been moved.—Russell Lbr. Co.

Arkansas City, Kan., Feb. 9.—About 15 per cent of wheat in farmers hands. They also have enuf corn for seeding and feeding, but we need seed oats.—The New Era Mfg. Co.

Highland, Kan., Feb. 8.—We are tied up for the lack of cars. All of our elvtrs. are full of corn. About 10% of the oats, 50% of the corn and none of the wheat remain in farmers hands.—Highland Grain Co.

Humboldt, Kan., Feb. 9.—Very little wheat left in the farmers hands. They are selling both corn and hogs freely as it does not pay to feed the corn to hogs at the present price of hogs.—Dickinson Bros. Grain & Hay Co.

LaCrosse, Kan., Feb. 9.—There is no wheat or other grain to ship from here this year. There will be some demand for seed oats and possibly a little seed corn, but that will be about all. Car situation has been fair, with little complaint.—LaCrosse Lumber & Grain Co.

Arkansas City, Kan., Feb. 9.—There is about 25,000 bus. of wheat to be marketed at this station. It is of good quality but has not been marketed on account of bad weather, and in some cases of desire of farmers to hold for a possible revision of prices upward. The supply of cars has always been adequate. There is about 10,000 bus. of kafir in the country, 5,000 bus. of which will be marketed, the remainder being retained for feed and seed. It is of fair quality.—Probst Grain Co.

Hanover, Kan., Feb. 9.—About 60% of corn to be shipped yet. Movement retarded by railroads not furnishing cars. Could use about 5 cars per week, and get 1.—Ferguson & Spencer.

Great Bend, Kan., Feb. 9.—Five thousand bus. No. 3 and No. 4 wheat will be marketed as soon as weather is favorable. Marketing of 20,000 bus. No. 4 and No. 5 corn will be affected by price and weather conditions. Fair supply of empty cars during past week. Prior to that time the supply was 50% short.—Moses Brothers Mills.

### LOUISIANA.

New Orleans, La.—Exports of grain thru this port during the month of December, 1917, were as follows: wheat, 60,594 bus.; corn, 524,043 bus.; oats, 232,720 bus.; barley, 185,804 bus.; and rye, 221,442 bus., compared with wheat, 2,090,044 bus.; corn, 247,200 bus.; oats, 83,025 bus.; barley, 215,971 bus.; and no rye during December, 1916. During the calendar year 1917 the exports were as follows: wheat, 16,946,899 bus.; corn, 5,047,609 bus.; oats, 10,509,782 bus.; barley, 8,991,691 bus., and rye, 281,442 bus., compared with wheat, 22,909,819 bus.; corn, 5,312,840 bus.; oats, 444,875 bus.; barley, 828,707 bus.; and no rye during 1916. The exports of oats show a large increase as compared with previous years, being 10,509,782 bus. in 1917; 444,875 bus. in 1916; 1,491,499 bus. in 1915; 1,368,266 bus. in 1914; and 233,817 in 1913. It will be seen that the largest quantity of oats exported during any of the years given, prior to 1917, was slightly less than 1,500,000 bus., while in 1917 the total reached over 10,500,000, or 7 times that of the highest previous year. In the single month of December, 1917, the oats exports almost equalled the total quantity of that grain exported in the calendar year 1913.—Geo. S. Colby, chief grain inspector and weighmaster, Board of Trade.

### MICHIGAN.

Lansing, Mich., Feb. 5.—During January farmers marketed 645,406 bus. of wheat at 195 elvtrs. and mills. The estimated total number of bus. of wheat marketed in the 6 months, August-January, is 5,750,000 bus. Sixty-five mills, elvtrs. and grain dealers report no wheat marketed in January.—Coleman C. Vaughan, sec'y of state.

### MISSOURI.

St. Joseph, Mo., Feb. 4.—Receipts of corn today exceeded all previous records, 114 cars being marked up. With a supply of cars coming from the East, local dealers expect to handle more corn than ever before in the history of the Grain Exchange.

Elmo, Mo., Jan. 30.—About 75% of the grain has been shipped from this territory and the rest of it will go if the market stays firm, provided we can get cars in which to move it. We are short on stock cars as well as grain cars, and at the present time it takes 2 weeks to get a stock car and 1 or 2 weeks to get a grain car.—Elmo Elvtr. Co., M. M. Adkins.

Kansas City, Mo.—The Food Administration Grain Corporation is directing the shipment of large quantities of Pacific Coast wheat to this and other southwestern points to supplement the local stocks of hard and soft winter wheat. It is understood that about 250,000 bus. of this wheat is coming to Kansas City alone. It is said that Texas mills have been using Pacific Coast wheat for some time. The grain is received in sacks, for which an added charge of 4½c per bu. is made, the basis for figuring the delivered price being the Pacific Coast zone price, plus freight, plus cost of sacks.

### NEBRASKA.

Belgrade, Neb., Feb. 7.—No grain is coming in at present. All elvtrs. full and no cars to be had.—H. J. Shaffer, agt. Haas & Hord.

Douglas, Neb., Feb. 8.—So far this year we have been unable to get cars, our average being 4 per month.—Farmers Elvtr. Co., F. N. Robb, mgr.

Nebraska City, Neb., Jan. 25.—Corn is in bad condition and cars are not to be had to move one-tenth of that which is offered. Unless the car situation improves mightily half of our corn will spoil.—M. L. Crandall, mgr. Farmers Elvtr. Co.

Murray, Neb., Jan. 26.—Cars are as scarce as hens' teeth; get about 1 every 10 days here. If this corn is not moved in the next 60 days there will be about 75,000 bus. of corn spoiled in the farmers cribs.—W. A. Wheeler, mgr., Farmers Elvtr. Co.

Benedict, Neb., Feb. 9.—Cars very scarce. More than 50,000 bus. of corn for immediate shipment and do not average 2 cars per week. The loss will be great if this corn is not moved before warm weather.—W. B. McMullen, mgr. Farmers Grain Ass'n.

Benedict, Neb., Jan. 27.—Farmers have thousands of bus. of corn which we cannot get cars to move. It seemed to us that we were not getting our share of the cars, and on the 25th we had a hearing before the Railway Com'n to try to locate the reason.—I. L. Draucher, agt. A. A. Tanner & Co.

### NEW YORK.

New York, N. Y.—A shipment of 3,000 bus. of corn was recently received from Venezuela. A bid of \$2.05 per bu., in sacks, was made.

### OKLAHOMA.

Alva, Okla., Feb. 8.—There is very little grain of any kind to be shipped from this place. In my opinion it will not exceed 15 cars of wheat and perhaps 5 or 6 cars kafir. The supply of cars is ample for present needs.—S. S. Shelly, mgr., Farmers Co-operative Ass'n.

Oklahoma City, Okla., Feb. 1.—The farmer has on hand from his last year's crop, 28% of corn, 8% of wheat, 19% of oats, and 34% of kafir and milo. Having consumed and marketed during the past month as follows: corn 10%, wheat 4%, oats 4% and kafir and milo 18%. At the same time in 1917 he had on hand from the 1916 crop as follows: corn 38%, wheat 7% and oats 23%.—Frank M. Gault, pres. state board of agriculture.

### PENNSYLVANIA.

Philadelphia, Pa.—The annual report of the Commercial Exchange, which was presented by the officers at the annual meeting Jan. 29, showed that total receipts of grain in 1917 were 55,652,225 bus., compared with 62,914,774 bus. in 1916.

### SOUTH DAKOTA.

Hoven, S. D., Feb. 2.—Everything is in fair condition. We could use a few more cars at present, and tho the railroad is slow now we have been getting cars pretty regularly all season.—J. P. Arned, mgr., Hoven Equity Exchange.

Parkston, S. D., Feb. 6.—The grain business is such that a man has to watch every move as competition is hard and prices high. All this requires careful attention to make the grain business a business that pays a fair percentage. Wheat is pretty well shipped out of this country, even for a big crop, but there is still lots of coarse stuff to handle. Some of the coarse grain is bad and we cannot move the soft corn as we would like to. Think also about 25% of the oats is still in the farmers hands, and 35% of corn. They also have about 10% of the wheat.—John Doering, mgr. South Dakota Grain Co.

### SOUTHEAST.

Richmond, Va., Jan. 25.—The receipts of corn, oats and feeds are extremely light, with the demand heavy.—Aubrey Hawkins.

### TEXAS.

Galveston, Tex.—Exports of grain thru this port during December, 1917, were as follows: barley, 12,400 bus., and rye, 41,285 bus. In December, 1916, 1,545,300 bus. of wheat were exported. For the year ending Dec. 31, 1917, the exports were: wheat, 14,060,965 bus.; corn, 556,899 bus.; barley, 865,103 bus.; oats, 929,350 bus.; and rye, 150,030 bus., compared with wheat, 23,296,137 bus.; corn, 1,127,084 bus.; barley, 48,113 bus.; and no oats or rye, for the year ending Dec. 31, 1916.—H. A. Wickstrom, chief inspector Board of Trade.



## Wheat Movement in January.

Receipts and shipments of wheat at the various markets during January, 1918, compared with January, 1917, were in bushels as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	369,780	3,032,773	1,494,614	3,973,285
Chicago	351,000	3,477,000	121,000	2,380,000
Cincinnati	195,038	309,707	190,492	318,219
Detroit	91,000	210,000	.....	100,000
Duluth	512,420	1,566,732	56,052	437,435
Indianapolis	55,000	123,000	11,000	24,000
Milwaukee	140,400	728,875	30,600	757,136
Minneapolis	5,821,630	7,457,370	1,400,400	2,330,740
New York	1,883,000	1,996,000	3,384,166	.....
Omaha	820,800	2,437,200	733,200	2,073,600
St. Louis	760,887	3,775,476	612,480	2,763,990
San Francisco,	.....	.....	.....	.....
tons	4,999	8,439	.....	.....
Toledo	139,600	423,600	25,900	196,500
Wichita	339,600	534,000	25,000	276,000
Winnipeg	7,667,275	6,913,800	.....	.....

## Corn Movement in January.

Receipts and shipments of corn at the various markets during January, 1918, compared with January, 1917, were in bushels as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	252,989	3,706,478	294,798	2,989,354
Chicago	5,797,000	11,054,000	1,541,000	4,336,000
Cincinnati	500,985	1,163,973	104,948	586,711
Detroit	313,000	630,000	38,000	198,000
Duluth	10,972	.....	4,088	.....
Indianapolis	1,835,000	4,146,000	355,000	1,918,000
Milwaukee	688,760	1,811,900	330,540	468,830
Minneapolis	2,592,850	1,723,130	1,449,990	1,048,890
New York	144,900	1,864,800	26,799	1,817,900
Omaha	5,514,000	2,698,800	3,585,400	1,879,900
St. Louis	1,754,450	3,187,200	789,550	1,667,390
San Francisco,	.....	.....	.....	.....
tons	1,161	1,126	.....	.....
Toledo	198,000	598,200	23,100	304,400
Wichita	403,200	116,000	265,000	47,500

## Oats Movement in January.

Receipts and shipments of oats at the various markets during January, 1918, compared with January, 1917, were in bushels as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	238,041	1,159,086	562,850	1,499,607
Chicago	5,682,000	7,758,000	3,423,000	4,435,000
Cincinnati	299,615	328,208	264,132	244,875
Detroit	200,000	312,000	22,000	13,000
Duluth	69,923	421,555	17,811	60,695
Indianapolis	848,000	715,000	529,000	284,000
Milwaukee	1,472,000	2,383,760	1,186,503	1,614,766
Minneapolis	3,939,590	1,522,560	3,814,570	1,826,650
New York	2,166,000	1,996,000	1,962,314	1,601,719
Omaha	2,070,000	734,400	2,570,000	1,227,000
St. Louis	2,114,000	2,029,800	1,844,110	1,355,230
San Francisco,	.....	.....	.....	.....
tons	1,312	4,565	.....	.....
Toledo	572,800	303,200	309,500	241,160
Wichita	115,000	25,000	38,000	14,000
Winnipeg	3,878,550	4,795,050	.....	.....

## Rye Movement in January.

Receipts and shipments of rye at the various markets during January, 1918, compared with January, 1917, were in bushels as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	378,073	1,207,248	557,568	636,028
Chicago	148,000	433,000	89,000	361,000
Cincinnati	33,975	95,955	50,581	15,320
Detroit	28,000	14,000	.....	7,000
Duluth	49,683	240,529	49,140	12,615
Indianapolis	13,000	4,000	23,000	8,000
Milwaukee	166,515	215,940	85,154	114,201
Minneapolis	976,730	287,190	769,970	301,590
New York	248,500	48,750	1,203,213	65,410
Omaha	104,500	78,100	136,400	154,000
St. Louis	37,490	67,100	40,370	80,260
Toledo	600	1,000	14,500	4,600

## Barley Movement in January.

Receipts and shipments of barley at the various markets during January, 1918, compared with January, 1917, were in bushels as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	2,304	453,365	10,605	9,880
Chicago	1,287,000	2,525,000	378,000	609,000
Cincinnati	73,252	34,590	13,693	68
Duluth	224,608	271,108	26,686	40,293
Milwaukee	724,780	1,881,940	338,269	445,508
Minneapolis	3,579,320	1,705,790	2,256,800	1,560,700
New York	318,225	1,855,400	888,239	.....
Omaha	156,600	123,200	135,000	79,000
St. Louis	89,600	123,800	21,820	4,860
San Francisco,	.....	.....	.....	.....
tons	19,530	17,802	.....	.....
Toledo	10,800	8,500	.....	.....
Winnipeg	783,900	374,100	.....	.....

## Grain Conference at Spokane, Wash.

A conference of grain growers and distributors was held at Spokane, Wash., Jan. 25 and 26, under the auspices of the Agriculture Com'te of the Chamber of Commerce.

The grain bag situation was introduced by A. A. Elmore, of the Farmers' Union, who said the purpose of the meeting was to ascertain if grain bags could be had in which to market this year's crops.

M. H. Houser, vice president of the Food Administration Grain Corporation, in reply declared that if it became necessary the government would step in and furnish tonnage to bring grain bag material to this country.

Mr. Houser's main topic was the probable movement of the 1918 crop, now being considered. Whether it goes east by rail or is shipped by boat thru the canal will depend largely on the size of the crop. This year, he said, it would be necessary to move east by rail 8,000,000 to 9,000,000 bus. of wheat of the 1917 crop in the form of flour. The surplus of the 1917 crop would be cleaned up by March 1. Of the movement in 1918 he thought facilities would have to be provided to handle 35,000,000 bus. and that unless there is a breakdown ships will be available to move the tonnage.

Farmers, he declared, must decide whether the wheat would be handled in sacks or in bulk. He promised to do all that was possible to be done to aid in supplying bags, declaring the grain bag situation was worse than the railroad and coal situation which the government took over.

One of the sensations of the meeting was the offer of a bag company to furnish 1,000,000 bags at 25 cents each, reserving the right to substitute domestic bags for Calcutta bags.

G. B. Hegardt, engineer and sec'y of the Commission of Public Docks, at Portland, said there would be bulk storage capacity for 16,000,000 bus. of wheat this year, of which 6,000,000 capacity storage would be at tidewater terminals and 10,000,000 bus. capacity at interior points in Washington, Oregon and Idaho, which is sufficient to take care of one-fourth to one-fifth of a normal crop. He declared, also, that elevators turn their capacity over three to five times in a season.

Astoria, Ore., has 100,000 bus. storage capacity and is now building 1,040,000 bus. capacity, and also has warehouse storage for 1,000,000 bus. in sacks.

A telegram from the Food Administration was read, saying: Control of grain bag situation is now under consideration by the war trade board, and we hope that something definite and beneficial will be accomplished soon. We are giving the matter of burlap sacks our attention and hope to be able to give you definite information in the near future.

Mr. Houser urged that grain be handled in bulk in so far as practicable, that while everything possible would be done to furnish sacks, such assurance should cause no let up in the work of providing bulk handling facilities.

Regarding wheat prices Mr. Houser said the \$2 was a guaranteed minimum price and the farmer would get that much, if not more. The grain corporation, he declared, would be in better shape to handle wheat this year than last. For one thing, he said, the split between the different grades of wheat would be equalized this year. Also, 57 lb. wheat, which is only 1 lb. under No. 2, will get a little better recognition.

The executive com'te elected a sub-com'te of five to continue the work, this being composed of Almer McCurtain, Davenport; B. F. Brewer, Walla Walla; Edgar Williams, Mohler; A. C. Whistler, Garfield, and C. W. Booth, Nez Perce, Idaho.

Resolutions were adopted asking the government to relieve the sack situation and protesting against the price of 25 cents for sacks, which was declared to be exorbitant.

HEMP growers of Kentucky are endeavoring to perfect an organization to secure a satisfactory price for hemp. A meeting for that purpose was held at Winchester, Ky., Jan. 26 and was continued Jan. 28 when the growers were addressed by John U. Field, of Fayette.

THE BALANCE of trade is still in favor of the United States, tho less so than two years ago. November imports increased from \$176,967,000 in 1916 to \$220,564,000 in 1917. Our exports, on the contrary, decreased from \$512,001,000 in November, 1916, to \$482,974,000 in November, 1917.

## Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30	281,130,000	359,355,000	51,662,000	36,620,879	119,166,000	113,876,000
July 7	1917-8.	1916-7.	1917-8.	1916-7.	1917-8.	1916-7.
July 14	4,399,000	7,071,000	420,000	545,000	4,791,000	2,570,000
July 21	3,107,000	7,963,000	927,000	1,375,000	2,351,000	4,299,000
July 28	4,964,000	8,327,000	936,000	1,749,000	3,800,000	3,411,000
Aug. 4	2,424,000	6,891,000	1,302,000	1,027,000	3,296,000	3,065,000
Aug. 11	4,757,000	7,032,000	833,000	1,353,000	3,684,000	3,381,000
Aug. 18	4,670,000	5,782,000	994,000	1,738,000	3,442,000	4,403,000
Aug. 25	4,224,000	5,813,000	572,000	1,428,000	1,914,000	4,180,000
Sept. 1	2,280,000	7,316,000	53,000	1,279,000	2,741,000	3,447,000
Sept. 8	2,799,000	7,679,000	529,000	1,622,000	3,722,000	2,357,000
Sept. 15	3,333,000	6,641,000	287,000	1,428,000	1,361,000	1,640,000
Sept. 22	3,903,000	7,235,000	1,066,000	863,000	4,890,000	2,744,000
Sept. 29	1,557,000	5,402,000	132,000	635,000	3,512,000	1,943,000
Oct. 6	2,340,000	7,760,000	172,000	606,000	2,682,000	917,000
Oct. 13	2,379,000	6,894,000	542,000	1,055,000	4,801,000	1,642,000
Oct. 20	2,293,000	6,314,000	247,000	1,226,000	6,398,000	2,025,000
Oct. 27	2,249,000	4,323,000	87,000	276,000	3,500,000	2,897,000
Nov. 3	2,533,000	4,478,000	27,000	917,000	2,497,000	1,782,000
Nov. 10	1,572,000	5,235,000	270,000	535,000	2,476,000	893,000
Nov. 17	2,882,000	4,481,000	628,000	991,000	2,560,000	1,241,000
Nov. 24	2,655,000	4,575,000	334,000	462,000	1,915,000	1,987,000
Dec. 1	3,359,000	5,208,000	59,000	303,000	2,092,000	2,187,000
Dec. 8	2,800,000	5,076,000	164,000	582,000	1,246,000	1,108,000
Dec. 15	4,294,000	5,339,000	137,000	250,000	1,804,000	2,080,000
Dec. 22	3,521,000	4,508,000	31,000	279,000	1,589,000	2,533,000
Dec. 29	4,546,000	2,939,000	229,000	119,000	2,237,000	1,084,000
Jan. 5	3,162,000	3,688,000	321,000	269,000	1,108,000	1,584,000
Jan. 12	2,191,000	6,064,000	177,000	580,000	1,966,000	1,492,000
Jan. 19	1,805,000	4,930,000	1,000	1,771,000	2,134,000	1,656,000
Jan. 26	2,109,000	4,891,000	175,000	1,091,000	1,728,000	3,222,000
Feb. 2	1,683,000	5,383,000	37,000	1,556,000	795,000	1,838,000
Feb. 9	1,568,000	5,511,000	10,000	881,000	1,708,000	1,960,000
Total	99,463,000	160,755,000	11,599,000	28,791,000	84,740,000	71,578,000



## Important Conference of Feed Makers With Food Administrators

Broad gauged men of the feeding-stuffs industry checked personal gain, corporate benefits and war time advantages with the hat boy before entering Room 104 of the LaSalle Hotel, Chicago, Tuesday morning, Feb. 5, to devise means of serving the consumer. This was their declaration of a willingness to make any personal or corporate sacrifice necessary to aid the Food Administration to carry out its plans for winning the war.

### Pledge Complete Co-operation.

Near the conclusion of the conference the feelings and attitude of those in attendance were summed up in a comprehensive way by H. S. Abbott, of Chicago, who introduced the following motion:

Steps must be taken at this time to safeguard the ultimate consumer. It is the intention of the Food Administration to regulate the margin of profits in feeds and to see that the consumer gets supplies at reasonable prices.

It seems to me it would be fitting for the meeting at this time to let Mr. Evans carry back a definite understanding, if we as a whole expect to work with the Administration and to advise it in regard to this serious question; and further that he may report that a com'ite will be appointed by the chair to go to Washington immediately, as soon as an appointment can be arranged. I move that the chairman of this special feeding stuffs, industry com'ite appoint a subcom'ite of such number as he considers desirable to proceed to Washington for the purpose of pointing out to Mr. Hoover, if it is considered the proper thing after the subcom'ite has taken the necessary evidence, perhaps, to point out to Mr. Hoover that this price fixing is not necessary at this time, but if it is necessary that we are glad and willing to co-operate with him as far as is required in arriving at some definite conclusion; and that the com'ite may be empowered to transmit to Mr. Hoover the consensus of opinion of this meeting, and may it also be empowered to call before it, before it consults with Mr. Hoover, such of the feed trade as it may require to obtain the necessary information that it ought to have before laying all matters before Mr. Hoover for conclusion.

This motion, after lengthy discussion, was unanimously adopted.

The Chair appointed on this com'ite the members of the executive com'ite of the feeding stuffs industry: G. A. Chapman, chairman, Chicago; R. P. Walden, New York; F. J. Ludwig, Boston; S. T. Edwards, Chicago; J. H. Genung, Indianapolis, Ind.; George S. Bridge, Chicago; and Charles England, Baltimore; and also from the general com'ite, H. A. Abbott, Chicago; R. W. Chapin, Chicago; W. G. Crocker, Minneapolis; G. H. Strong, Warwick, N. Y.; A. C. Palmer, Waverly, N. Y.; and Secretary F. C. Jones, Bullville, N. Y., of the Retail Feed Dealers Ass'n. Later Dr. Eddy, of Cleveland, O., an authority on dairying and the owner of a large stock farm, was added to the com'ite.

### Co-operation Is Sought.

At the call of Chairman George A. Chapman, members of the General and Executive Com'ites of the Feeding Stuffs Industry met in Chicago with Scott F.

Evans, general manager of the Corn Starch and Oats Division, and J. J. Stream, chief of the Coarse Grain Division of the Food Administration, to consider the food supply situation by which the nation is now confronted and plan to co-operate with the Food Administration in devising remedies.

Mr. Chapman presided at the meeting and early called on Mr. Evans to lay before those in attendance the subject they had been called to consider.

Mr. Evans plunged at once into the subject, directing attention to the rules governing the feeding stuffs industry, which become effective Feb. 15 on which date feed manufacturers and distributors are to be licensed. He pointed out the changes which had been recommended, and stated that the rules relating to the time stocks may be carried on hand, (Rule 5) and the provisions of Rules 11 and 12 (relating to prices and profits) would shortly come before him for interpretations and decisions as to what is a reasonable charge.

Pressure from within and without is demanding and is forcing an answer on this matter and the Food Administration has not determined what is a reasonable profit because of the variation in conditions under which feeds are handled. He said the rules recommended by the feeding stuffs com'ite have been adopted substantially as reported and that the rules would be available after Feb. 15.

He brought out that all rules of the Food Administration were being interpreted in a broad gauged way, the idea being to cause as little inconvenience and hardship as possible on men who were doing all they could to make their business conform to changed conditions. As an example he cited the fact that in some parts of the country as much as 25 per cent of wheat, unfit for human consumption, is being used in poultry feed mixtures, whereas the maximum quantity permissible by rule is 10 per cent.

He directed attention to a rather unusual case, a mixture of perfectly good wheat with rye and barley which could not be separated in an ordinary machine, the grain originating in Wisconsin. He asked Mr. J. J. Stream to suggest an answer to the question.

### Penalty for Mixing Good Wheat.

Mr. Stream said each particular case would be decided on its merits. If the mixture was made intentionally, that is one thing, if due to an error, that is another. The deliberate mixing of wheat with other grains cannot be prevented and such a mixture, if due to accident, may be used in feeds. Accidents of this nature will not happen frequently.

Mr. Evans: If any one wants to be crooked they can get around the rule and such situations will have to be dealt with as they arise.

Mr. Stream: I have had two or three cases come to light where a dealer possesses a small quantity of sound wheat, with no mill locally to which it could be sold and no way to grind it, who wanted to know if they could use it for chicken feed. Another man had some rye. In all such cases the operator should use common sense and good judgment. A man must use his wheat for some purpose and the matter is left to his common sense.

If it is not possible to use the wheat for human food, if it is a question of feeding or wasting it, let his own good common sense tell the man what to do with it. The big thing is the rule must not be evaded.

Question: What would be the penalty for mixing?

Mr. Stream said the matter would have to be handled by the grain corporation which would determine whether or not the grain could be separated.

Mr. H. A. Albers, of Seattle, Wash., said poultry raisers are asking for more than 10 per cent of wheat in feed for young chicks, hatched early. They are very tender and the growers claim they must have more wheat than ordinarily would be required. He advised them to get in touch with the agricultural department of the state and get the best advice obtainable.

Confirming this, Mr. Evans said the state food administrator of Washington had written and wired for permission to use more wheat in the west for chicken feed.

Question: If the grain corporation gives us no poor wheat can we use good wheat?

Answer to this is that feed mixers cannot use wheat that is fit for human food and wheat must not be sold separately for chicken feed.

This mixing question, Mr. Stream explained, is covered by the provisions of general rule 10, that a man who would mix good wheat would be restricting the supply and could be prosecuted under the rules and regulations of the food control law. That rule must be considered in connection with Rule 5.

### Loading Sweet Feeds.

Mr. Evans: Refer to Rules 4 and 5 which provide that licensees must not resell feeds back and forth among themselves. Rule No. 7 says a man cannot be a broker and a jobber.

Rule 9 gives the minimum carload weights, but through some oversight the requirement that cars be loaded to capacity or with 60,000 lbs. of feed was omitted from the new rules.

One member said his company had received a letter from the American Railway Ass'n, demanding that cars be loaded to capacity. Most feed buyers now do not care how much is put in, but some claim they have no trouble getting 30 ton cars from jobbers. He thought the matter should be made very plain. If the Food Administration says 60,000 lbs. are permissible, it is not right for another branch of the government to say such loading is not permissible.

M. C. Peters of Omaha called attention to the condition of corn either in its natural or dried state, and said shippers are asked to load cars to the roof. Missouri millers are very greatly exercised over the order.

He then read a resolution passed by the Missouri River Millers Feb. 2, protesting against the order for intensive loading of all cars and pointing out the unavoidable damage to grain in transit as soon as the temperature rises. They asked for more reasonable rules for loading and requested the feedings stuffs industry to interest itself in the matter, pointing out that shippers are facing maximum losses if the rule continues in force and is applied to the loading of soft corn and mixed feeds, particularly sweet feeds.

### Loading Sweet Feeds.

Mr. Chapman said Mr. Peters was exactly right and that shippers of sweet



feeds do experience such troubles unless they are very careful in loading.

Mr. Peters said he had been called in by the bureau of explosives to determine why alfalfa feeds spoil, and pointed out that the fault is very largely in the method of loading cars. In some cases cars actually have been burned. The bureau is very anxious to find the real cause. The M. C. Peters Mill Co. has few claims and there are many claims from other manufacturers. He said two things should be considered: "Do not load to the roof and leave air space between the rows of bags." We are getting the poorest cars in the world now, and are keeping two men busy repairing them before we dare load out feeds.

Mr. Evans promised the executive committee would take the resolution into consideration in revising the rules. One big advantage in the work is that information comes from men who know what they are talking about.

## Rule No. 13.

Mr. Evans directed attention to Rule 13, which provides that a licensee may not, without the approval of the Food Administration, keep on hand or have in possession or under control more than a 60 day supply unsold. A grain dealer may have 50 cars in transit; sell that 50 and buy another; he can keep 60 days ahead of the hounds.

In handling feed stuffs there is another exception to Rule 13: "provided further that this rule shall not prevent any licensee from having or controlling in transit a carload in addition to sufficient to last until a new car is received." That means a feed manufacturer or wholesaler can sell a man another carload of feed before his first carload is exhausted. He cannot, however, deal for longer than a 60 day period. There is no exception to this rule except commodities named in rule 13.

Question: What is to be done if cars cannot be had in which to ship an order within the 60 day period?

Mr. Evans: Nothing in the rules to prevent canceling a contract. These rules are not 100 per cent perfect. Exercise ingenuity and brains and put a reasonable interpretation on the rules, rather than put a stumbling block in the way of this work.

Mr. Chapman referred briefly to the work now being carried on by the Illinois State Food Administration under the direction of Harry A. Wheeler, whom he introduced.

Mr. Wheeler spoke somewhat at length on the work in Illinois. In his introductory remarks he distinguished aptly between what a man would do without hesitation in a purely personal way and how the same man would pause to consider before pledging corporate property or income to the same cause, adding "We come squarely up to the fact that we are in the midst of a fracas that makes any man's business, no matter how much he may love it, a very small factor as against the demand that is made on him to make that business subordinate to the cause we have to win."

## Price Adjustment in Illinois.

When determining prices to be paid milk producers Mr. Wheeler said it had been necessary to ascertain what the factors of cost were for an eight year period before the war, during which period the supply increased at about the same ratio as the demand. The investigators determined how much of the cost was made up by each of the various things the milk producer must use, then their price for the period for which gathered and their

price today. The first result was 100 per cent of cost, as against about 175 per cent for today, and about on that basis had prices been made. It was found impossible to deal in averages.

"If we food administrators fail in any one point we are tarred with that failure on every point. If feeds fail us, that may threaten the conservation of foods, may mean broken pledges to our allies. Everything we do strikes a blow directly into France. I want you to know, wherever you are located and wherever you are selling your goods that you are a soldier in the cause. Your failure to come across is as great an obstacle as if you were on the other side fighting against your country."

## The Burden of High Prices.

A member of the committee brought out that feed mixers and feed dealers do not control prices of feeding stuffs; that they do not make the price of feeds. The real reason for high prices is that there is not enough feeds coming on the market today to take care of the demand. The Food Administration thought to help the situation by putting down the price of mill feeds. The result has been that every market quotation going out bears the notation: "Nominal prices; nothing for sale." Ten tons are wanted where there is only one ton available. He suggested going back and getting the basis figured down to a reasonable price. Corn at \$1.25 a bus. is equivalent to \$2 wheat, he said and advocated putting corn into the hands of the farmers that now use red dog, middlings, bran, etc. Feed dealers haven't the nerve to ask the price they could ask, and get, but if the price of corn comes down and the 3,000,000,000 crop is moved there will be no trouble with the other feeds.

## Help Move the Corn Crop.

Mr. Stream said it looked as though he had the hardest problem to solve and that it is a problem. Does the price of corn determine the price of other feed stuffs? When you say corn you are talking in high figures. We have a peculiar situation this year. Farmers are anxious to sell their corn, realizing the danger to their crop unless it is moved before warm weather sets in. In New England they are willing to pay \$2 to \$2.50 a bu. for corn and cannot get it.

Your entire problem is based on transportation. Your feeding stuffs business, your grain business is 90 per cent transportation. You are confronted with deplorable railroad conditions. Your car scarcity in the west has continued for some time. Some of the roads have less than 50 per cent of their box cars.

A railroad director is to be appointed and located in Chicago to look after the distribution of cars for corn shipping. I wired Mr. Barnes that nothing but an imperative order to move corn and feed stuffs in preference to all other commodities will save this situation. We should have had 40,000 cars on Jan. 4. We have run up against bad weather. Unless we get cars in sufficient numbers we are not going to bring a sufficient quantity of corn into trade channels to reduce prices, and we are likely to be confronted with heavy losses in our corn supply. I would suggest that you individually use all the influence you have to interest railroad men in this work of moving the corn off the farms.

A dealer operating within eleven miles of Springfield, Ill., bought a car of corn and could not get cars in which to ship. He decided to haul it in by wagon, as it

was getting out of condition. He finally sold the corn for 50 cents a bus. and lost \$1,100 on the car.

There is only one way to move this corn. Impress on the railroads the seriousness of this corn situation and get them to move it.

## Winning the War Our Common Purpose.

A further talk on the work being carried on by the Food Administration was given by Mr. Evans who again called attention to the necessity for co-operation between all branches of the grain trade and the government in the work that has been undertaken.

A graphic outline of the feed situation in the New England states was given by Frank J. Ludwig of Boston, who pointed out the necessity for proper co-operation and co-ordination of the efforts of manufacturer, mixer, jobber and retail dealer. One thing that had helped greatly in the east, he said, had been this spirit of co-operation between producer and retailer, backed by the knowledge that the trade must and would pull through somehow.

Fixing a margin of profit for any one he thought a very dangerous undertaking. Conditions are abnormal and there is no way to determine exact costs. A car of corn costing \$1.50 a bu., out 90 days, with money at 6 per cent, means an interest charge of 2 1/4 cents a bu. to be added to the purchase price. The difficulty of fixing prices at the distributing end made the situation hard to handle. When prices were established for mill feeds there were 30,000 tons to come out on old contracts which had not all been filled, and consequently prices of mill feeds are not yet down where they should be.

## What Is a Reasonable Profit?

Canada has set dealers' profits on mill feeds sold at retail and the same question now is before the Food Administration officials at Washington. During the afternoon session the entire mill feed industry was gone into in detail, the committee being reinforced by representatives of the milling and feed industries of the Twin Cities.

W. G. Crocker, of Minneapolis, said the Food Administration had fixed the price of wheat, the price of flour, bran and other products of wheat and in doing so had determined the profits of millers. He thought a further step should be taken and the retail price established so the consumer would receive the benefit of existing low values, which, to date, he has not received.

Referring to his own company's business he said orders for bran now on its books totaled about 4,800 tons, production about 150 tons a day, but business was coming in as fast or faster than it could be shipped. Car shortage, he said, interfered with a broad and free distribution of mill feeds, the stock produced being loaded out to points for which cars could be secured.

During the conference it developed that feed brokers of Minneapolis had almost been put out of business because of orders being sent direct to the mills, the condition being accentuated by the necessity of loading each car set in to holding capacity, bran and middlings being employed to make up weight and the buyer being pleased to get the feed.

Most of the small flour mills must market their feeds thru a broker, unless they are able to find a customer who handles both feed and flour, in which case the feed usually goes with the flour.

Every phase of the feed trade came up for review. Dealers cannot afford to sell



2 tons at the same price they sell a 500 ton lot. Those operating on a smaller scale can afford to sell on a low margin when the buyer takes the feed out of the car and pays cash; they should have more where the feed is taken from the warehouse, and still more where it is charged and delivery service furnished.

Mr. Crocker's opinion was asked as to whether or not fixing prices of wheat and flour had been a success from the standpoint of the consumer. He answered that in his opinion it had, largely for the reason that the world's bread supply was inadequate, made artificially so by the war, and that it was necessary artificially to keep prices of bread at a level that would insure distribution. He thought millers could have demanded almost any price if values had not been stabilized.

#### In Appreciation.

At the conclusion of the conference Mr. Evans expressed his appreciation of the work the com'ite has done and is doing, saying:

"The relations which have developed and which may develop between these com'ites and the Food Administration at Washington and the state Food Administrators should be borne in mind. Since this com'ite was organized the policy has developed the line of placing responsibility on the state food administrators, and these trade organizations are used to aid the state administrators.

"I do not know, any more than you gentlemen know, what will be the ultimate work of this com'ite. We want you to feel that the Food Administration fully understands and appreciates what you have done up to this moment. If you never do anything else, the result has been well worth the effort expended by you. Personally, I expect to ask favors of every one of you and I expect to get the right response, just as I have in the past. I thank you all for coming here.

**In Attendance** were G. A. Chapman, Chairman, Chicago, general feed. H. A. Abbott, Chicago, poultry feed. George Albers, Seattle, Wash., general feed. H. G. Atwood, Peoria, Ill., mill screenings and elevator by-products. George S. Bridge, Chicago, hay. R. W. Chapin, Chicago, dairy feed. Robert B. Clark, Chippewa Falls, Wis., hay. W. G. Crocker, Minneapolis, Minn., wheat by-products. A. F. Seay, St. Louis, Mo., molasses feeds. S. T. Edwards, Chicago, American Feed

Mfrs. Ass'n. George R. McLeod, Stockton, Cal., general feeds. J. H. Genung, Indianapolis, Ind., hominy feeds. G. W. Hales, Chicago, malt sprouts. B. M. Huffine, Kansas City, Mo., hay. Dan Joseph, Columbus, Ga., velvet bean meal. O. E. M. Keller, Chicago, stock feeds. Charles A. Krause, Milwaukee, Wis., molasses feeds. F. S. Lodge, Chicago, animal by-products. Frank J. Ludwig, Boston, general feeds. Joseph Wagner, San Francisco, hay exporter. F. A. McLellan, Buffalo, N. Y. State Feed Mfrs. Ass'n. Julius Marcus, New York City, distillers' grains. W. S. Penick, New Orleans, La., cane molasses. M. C. Peters, Omaha, Neb., alfalfa horse feed. H. W. Robinson, Cleveland, O., general feeds and hay. G. D. Simonds, St. Louis, Mo., horse feed. F. R. Slauson, New York City, linseed meal. C. U. Snyder, Chicago, beet molasses. Charles Staff, Detroit, Mich., dried beet pulp. G. H. Strong, Warwick, N. Y., Eastern Federation of Feed Merchants (retail). R. P. Walden, New York City, corn gluten feed. Wm. Wallace, Philadelphia, brewers' grains. F. M. Wilson, Hartman, Colo., alfalfa meal. C. S. Woolman, Philadelphia, hay.

### Standards and Rules for Grading Grain Sorghums.

Kansas City being the primary market for grain sorghums and in order to effect a uniform standard for grading same, the Kansas State Grain Inspection Department and the Missouri State Grain Inspection Department, in joint session with a Committee representing the grain sorghum interests of that market, have adopted the following standards and rules to govern the grading of these cereals—effective Feb. 1, 1918.

The words "Grain Sorghums," wherever used in these standards, shall be taken to mean all classes and varieties of the non-saccharine sorghums commonly known as kafir, milo, feterita and durra.

**Percentage of moisture in grain sorghum** shall be that, or the equivalent of that ascertained by the moisture tester and the method of use thereof described in Circular 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry.

**Sieves for Grain Sorghums**—For the determination of broken kernels, under the Grain Sorghum Standards, the Government regulation buckwheat sieve with perforations exactly 8-64, will be used for taking out the broken grains.

For the determination of sand and earth dirt, under these Grain Sorghum Standards, the sand sieve, size 3½-64, will be used; also all finely broken pieces of kernels, necessarily removed in taking out

the sand and earth dirt, shall be considered as dirt.

#### WHITE KAFIR.

Grade No. 1. Shall be at least 95% white, of choice quality, sound, and contain not more than 1% of other grain, 2% of sorghum grain of other classes, 2% Broken and 13% Moisture.

No. 2. Shall be at least 90% white, sound, and contain not more than 4% of other grain, 5% of sorghum grain of other classes, 0.5% sand or earth, 4% Broken and 14% Moisture.

No. 3. Shall be at least 90% white, not sound enough for No. 2 and contain not more than 8% of other grain, 10% of sorghum grain of other classes, 1% sand or earth, 7% Broken and 16% Moisture.

No. 4. Shall be at least 90% white, damaged and musty, and contain not more than 15% of other grain, 10% of sorghum grain of other classes, 2% sand or earth, 12% Broken and 18% Moisture.

#### RED KAFIR.

The grades of Nos. 1, 2, 3 and 4 Red Kafir shall correspond with grades Nos. 1, 2, 3 and 4 White Kafir, except that they shall be of the red variety.

#### MILLO MAIZE.

Grade No. 1. Shall be Milo of choice quality, sound, and contain not more than 1% of other grain, 2% of sorghum grain of other classes, 3% Broken and 13% Moisture.

No. 2. Shall be Milo that is sound and contain not more than 4% of other grain, 5% of sorghum grain of other classes, 0.5% of sand or earth, 6% Broken and 14% Moisture.

No. 3. Shall be Milo that is not sound enough for No. 2 and contain not more than 8% of other grain, 10% of sorghum grain of other classes, 1% of sand or earth, 10% Broken and 16% Moisture.

No. 4. Shall include all Milo that is musty or damaged and contain not more than 15% of other grain, 10% of sorghum grain of other classes, 2% of sand or earth, 15% Broken and 18% Moisture.

#### FETERITA AND DURRA.

The grades of Nos. 1, 2, 3 and 4 of Feterita and Durra shall correspond with grades Nos. 1, 2, 3 and 4 of Milo Maize.

#### MIXED GRAIN SORGHUM.

Any grain sorghum containing more than 10% of another class or classes shall be graded as "Mixed," and designated according to the grade requirements of the class of grain sorghum which predominates over each other class; except in the case of admixtures of cane seed, when only one-half of the per cent designated above shall be allowed.

Note—The grain sorghums in Grades Nos. 1 to 3, inclusive, must be sweet.

#### SAMPLE GRADE.

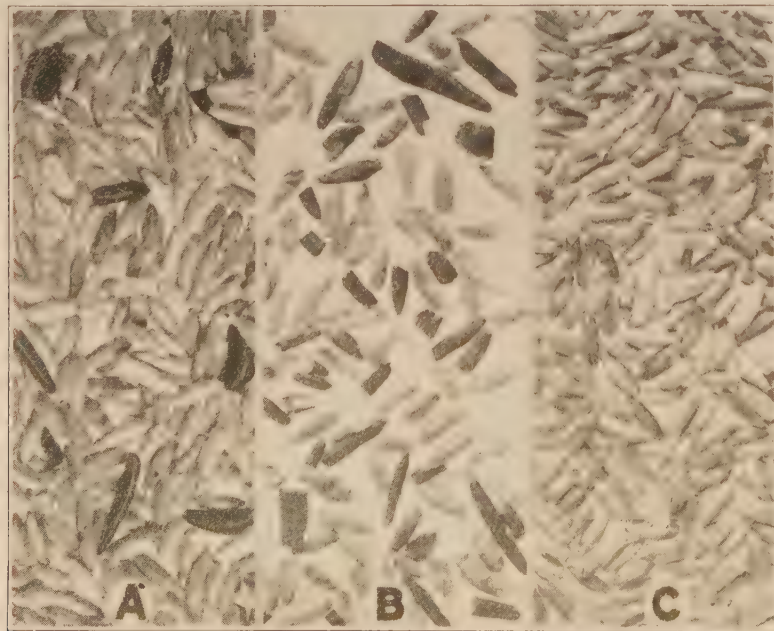
Shall be grain sorghum which does not come within the requirements of any of the grades from 1 to 4, inclusive, or has any commercially objectionable odor, or is very musty, or very sour, or is hot, heating, fire burnt, infested with live weevil, or otherwise of distinctly low quality. Any grain sorghum that contains more than 15% of grain of a kind or kinds other than grain sorghum, shall be classed as sample grade.

### Ergot in Rye.

The black, horn like bodies growing on rye heads in place of some of the kernels are ergot bodies, a fungous growth. Ergot should be removed from the threshed grain, as it is poisonous and may cause abortion or the general disease known as ergotism.

Ergot bodies are lighter than rye and most of them may be removed by the fanning mill. The others can be taken out by passing the infested grain thru a solution of common salt in water, 40 lbs. of salt to 25 gallons of water. The ergot will float and the sound kernels sink to the bottom. When vigorous stirring brings up no more ergot pour off the solution, rinse with fresh water to remove the salt and spread the grain thinly on a clean floor or canvas to dry quickly in the air.

Ergot does not usually live over winter in dry grain and old seed can be sown without danger, but for grinding into feed the ergot must be removed. The engraving shows rye before and after treatment.



A. Sample of Rye Containing Ergot. B. Ergot and Light Shriveled Grains Removed by Treatment. C. Clean Rye after Separation.—Courtesy Wisconsin Experiment Station.



# Causes of Grain Elevator Fires

The 15th annual statement of the Grain Dealers National Mutual Fire Insurance Co. is accompanied by statistics giving the experiences of the company in the 734 fires occurring in the grain elevators of its policy-holders during the last 15 years of its existence.

A CAREFUL study of the company's reports on fires for the first, the second and the last five years of its existence, brings to light many encouraging signs. During 1917 it suffered 69 fire losses, only 21 of which were total, 44 were partial and in the case of 4 fires no claim was made.\* During the first 5 years of the company's business, 41.2% of the fire losses were total, and but 32.3% were partial losses. In 26.5% of the fires for the first five years, no claim was made for damage. While the figures for the total losses for the 15 years are high, being 39.1%, they show enough reduction to encourage every student of grain elevator fire statistics to believe that grain elevator owners and operators are watching their property more vigilantly than ever, and fighting fire with more intelligence, as well as with better equipment. The use of fire extinguishers, and especially of steel barrels filled with a non-freezable solution of calcium chloride, has resulted in many fires being put out in their incipency. The experience of 1917, when fewer than one-third of the losses were total, would seem to prove conclusively that the fatalism of the elevator operator of the past was inexcusable. The evidence all points to the fact that the elevator men who go about the preparation for fighting fire with a will, deal a stunning blow to that old heresy that it is impossible to save anything from a burning elevator.

ANOTHER ENCOURAGING sign to be obtained from the company's figures for 1917 is that but 3 fires were credited to locomotive sparks, and the loss paid on these aggregated but \$219. The first year of the war was surely a record breaker in the movement of freight, and heavily loaded trains frequently passed by the grain elevators, but in spite of this fact, only 3 fires were credited to locomotive sparks. Altho the Grain Dealers Fire Ins. Co. now refuses to write new policies on elevators covered with wood shingles, it has many old risks on its books which were covered with wood shingles when the policy was written. All mutual companies specializing in the insurance of grain elevators are striving to discourage the use of combustible material for roofing, in fact the present schedule of rates levies such an increased tax on the wood shingle that one would naturally presume that nobody would think of covering a grain elevator with wood shingles. During the 15 years of this company's experience it has paid 96 losses, aggregating \$177,000, which were credited to locomotive sparks. The second 5 years of the company's experience it paid losses on 40 fires that were traceable to this cause, but only 28 losses during the third 5 years of its existence, and it seems reasonable to presume that if the campaign for iron clad elevators or elevators covered with non-combustible material continues, the number of fires which can be traced directly to this cause will continually diminish. The figures in our table tell their own story.

THE LEADING CAUSE of grain elevator fires thruout the years has been lightning, and during 1917 16 of the 69 fires in grain elevators were traceable direct to

lightning. During the 15 years the company has been in business, 197 of its fires were traceable direct to lightning. During the second 5 years the company was in business its policy-holders reported 93 fires started by lightning, while during the last 5 years but 73 were traceable to this cause. While the last 5 years shows a reduction over its second 5-year experience of 20 fires, it must be borne in mind that the company had many more policies in force during the last 5 years than during the second 5 years, in fact its policies in force at the close of its 10th year approximated \$14,000,000, while at the close of its 15th year the policies in force approximated \$45,000,000.

If every grain elevator owner and operator would study carefully the leading causes of fires in grain elevators, and the large amount of losses which they have had to pay for, we feel certain that many of them would be prompted to take steps to eliminate the leading hazards from their own plants.

FRICITION has never been looked upon as the leading cause for fires in grain elevators. This is due, probably, to the absence of definite information regarding such fires. If, after a severe thunderstorm, when lightning struck many trees and barns, fire was discovered in the elevator, the fair presumption would be that lightning started it. When the cupola of the elevator is found to be enveloped in flames, it is next to impossible to determine with much accuracy how the fire started, but the company, resting upon the reports of its policy-holders and adjusters, has credited friction with greater losses than any other reported cause, and the experience of the company for the 5-year periods indicates quite clearly that the increased use of machinery in country grain elevators is naturally increasing the number of fires traceable to friction. These losses can be greatly reduced thru the extensive use of ball bearings and ring oil bearings in conjunction with frequent and thoro inspection of all bearings. While hot journal alarms would prove of great assistance in detecting hot bearings, they do not always insure the correction of the defective bearing. As grain dealers learn the advantage of insisting upon heavier foundations and better built storehouses, fewer bearings will run hot because of the uneven settling of the building.

OUTSIDE EXPOSURE can generally be prevented by building the elevator far enough from other structures to prevent the communication of fire during ordinary conditions. The tramp hazard can be largely eliminated thru covering all open-

ings with heavy wire and by filling in any openings under the driveway or platform which might afford protection for the 'bos during stormy weather. The overheated stove, defective chimney, the cigar stub, the lighted match and all the other hazards of carelessness which accompany an office frequented by thoughtless men, can be eliminated by building the office far enough away from the elevator to protect it and its contents from these hazards, and also to reduce the fire insurance rate.

UNKNOWN.—On 86 losses aggregating \$271,796, the cause was reported as unknown. If every grain elevator owner who suffers a fire loss would make an earnest effort to trace the cause, he would thereby help mutual insurance companies specializing in grain elevator property and owners of other elevators to watch the discovered hazard and take steps to correct the danger.

ONE PECULIAR FEATURE of the company's fire losses for 1917 is that 32 of the 69 losses occurred between 7 A. M. and 7 P. M., while but 21 were reported as having occurred between 7 P. M. and 7 A. M. As a rule more grain elevator fires seem to occur at night than during the day, in fact the 15 years' experience of the company shows that 43.87% of its fires were reported as having occurred between 7 P. M. and 7 A. M.

THE KIND OF POWER used can always be determined accurately, so that any changes shown thru the company's figures covering the different periods of its experience, can be relied upon. During the first 5 years of its existence 48.5% of the company's fire losses were reported to be using steam power, while 44.8% were using gasoline power and 2.2% were using horse power and 1.5% using water power, while these figures for the entire 15 years credit steam with 32.56%, gasoline with 54.77% and electricity with 5.17%. The kind of power used in the 69 plants visited by fire last year were steam 19, gasoline 37, electric 6. The great increase in the number of elevators equipped with electric motors during recent years would naturally lead one to expect more fires in plants so equipped.

While the figures covering the experience of one company may not disclose the cause which will destroy any special elevator, a careful study of the experience of the elevator owners who have suffered by fire, and an attempt to profit by their experience will surely result in the elimination of many hazards from grain elevators which are unnecessary and dangerous. The man who really wants to prevent a fire in his elevator can surely accomplish most by studying the experiences of those who have suffered by fire. What are you doing to prevent your property going up in smoke?

CAUSES OF GRAIN DEALERS FIRE INS. CO.'S ELEVATOR LOSSES FOR 15 YEARS

	1917.	1903-'07.	1908-'12.	1913-'17.	Total No.	Losses paid.
Locomotive sparks .....	3	28	40	28	96	\$177,451.08
Lightning .....	16	31	93	73	197	103,054.88
Friction .....	9	17	33	42	97	209,455.39
Origin in power or cob house.....	4	8	25	24	57	138,167.62
Outside exposure .....	5	13	29	37	79	96,845.55
Supposed incendiary .....	6	4	8	8	20	73,590.40
Sawdust cuspidor and waste basket .....	0	3	0	0	3	3,512.25
Tramps .....	0	5	2	4	11	29,657.21
Exhaust pipe .....	0	4	0	1	5	4,603.42
Leaky supply pipe.....	0	2	3	0	5	34.85
Defective wiring .....	0	1	0	3	4	11,606.12
Overheated stove and defective chimney or pipe.....	3	2	8	10	20	40,805.60
Spontaneous combustion .....	7	0	10	21	31	83,299.37
Gasoline lamp .....	1	0	0	1	1	20,000.00
Railroad accident .....	2	0	0	2	2	6,939.27
Miscellaneous .....	5	6	0	14	20	34,809.50
Unknown .....	8	12	36	38	86	271,796.63
Total .....	69	136	292	306	734	\$1,305,629.14



## Report on Federal Supervision of Grades.

Chas. J. Brand, chief of the Bureau of Markets of the U. S. Dept. of Agriculture, in his annual report for the last fiscal year, shows that an immense amount of time, labor, thought and expense is being put into investigations of all branches of marketing of farm products. From his report the following is taken:

**The plans for the work** relating to grain, hay and seed marketing, which are being developed under George Livingston, K. B. Seeds and W. A. Wheeler, include a careful and detailed economic study of grain, hay and seed marketing at producing centers and large central markets.

**The general study of the grain handling methods** practiced at country shipping points, as affecting all branches of the grain trade, which has been carried on since the inauguration of this work, resulted in the publication of Department Bulletin 558, Marketing Grain at Country Points.

**The terminal marketing investigations** undertaken during the past fiscal year have included the organization of boards of trade and chambers of commerce, the uniformity and equity of trade rules, terminal charges, methods of weighing, inspection and grading charges, and the services rendered by brokers, track buyers, warehousemen and others engaged in the handling of grain at terminal markets. This work has been conducted with a view to determining the relation of the different practices to the problems of distributing the grain crop of the country, to the end that abuse and unfair procedure may be eliminated and uniform and economic conditions prevail.

**Voluntary correspondents** have been secured and arrangements made for the submission to the Washington office and to offices to be maintained in the field of reports regarding prices, demands, receipts, shipments and holdings of grain, hay and seed at different markets throughout the country. These weekly or biweekly reports will be assembled and compiled at the central offices and made available by telegraph and by mail to all interested persons. It is planned to keep the trade constantly advised as to the markets at which they can advantageously buy or dispose of stocks in the hope of preventing the great losses heretofore occasioned by producers and buyers thru lack of information regarding the current conditions of the various markets.

**Seed Trade Study.**—In some instances the dockage assessed has brot the country buyers higher prices than that paid the producer for the seed sold. Studies have been undertaken of the relation of existing grades of clover and timothy seed to prices paid, and to laboratory tests for purity and germination; the results of the lack of uniformity in grades used in different markets and by different seedmen thruout the country, and the advantage of keeping records of the source and disposition of stocks by seedmen and the advisability of devising standard records for distribution among the trade. Study has been undertaken of the probable effect of a change in the method of sale of seed from the bushel to the central or hundred-weight system.

**Traveling Supervisors.**—A constant effort has been made to make uniform the procedure followed in the field offices in the supervision of inspection and grading work. Five of the most experienced and competent grain supervisors have been designated as traveling supervisors in addition to the regular duties at their own stations. These traveling supervisors have visited the supervision offices in the territory assigned to them, checking up the work of such offices and insuring uniformity in the activities conducted in the Federal grain supervision work.

**Licenses Issued.**—Three hundred and thirty-three persons have been licensed to inspect shelled corn and 252 persons licensed to inspect and grade wheat. Of these licenses, 251 are held by persons authorized to inspect and grade both shelled corn and wheat. Twenty-eight applicants for license as inspectors of shelled corn and 12 applicants for license as inspectors of wheat failed to show the necessary qualifications, and examination and license were refused. Twelve applicants for license to inspect shelled corn were found deficient on examination, and 8 applicants for license to inspect wheat did not show the necessary qualifications upon examination.

**Uniform Application of Grades.**—Thru the Offices of Federal Grain Supervision and under the direction of George Livingston the inspection and grading of grain and the uniform application of the grades are carefully supervised. The grain supervisor is aided by grain samplers who secure representative samples of grain for checking up the work of licensed inspectors performing inspection and grading service and for determining appeals and disputes under the act.

**Complaints.**—One hundred and one cases of complaint against the work of inspectors have been investigated by the bureau, and the circumstances surrounding the shipment of the grain claimed to have been incorrectly graded ascertained. Where inspectors have been found in error the reason for misgrading has been determined and action taken to insure against repetition of such fault, and in other cases the complainant has been advised of the conditions and assistance has been rendered where a clear knowledge of the operation of the act and of the official standards was not evident.

**Appeals and Disputes.**—From Dec. 1, 1916, to June 30, 1917, 300 appeals and 1 dispute were filed with the Offices of Federal Grain Supervision. Seven appeals were dismissed for lack of jurisdiction and 293 were entertained. In 83 such cases the complaint was found justified, the appeal sustained, and refund made of the costs deposited with the department. In 210 cases the grade assigned by the licensed inspector was determined to be correct, the appeal was not sustained, and the costs assessed were covered into the treasury.

**Review of Branch Office Analyses.**—All analysis separations of grain samples made in the field offices have been reviewed at the Washington office by a board consisting of five thoroughly experienced analysts, namely, Messrs. E. G. Boerner, H. J. Pesley, W. J. O'Loughlin, C. A. Russell and J. F. Chilton. The corrected separations have been returned to the laboratories from which received, and, as a result, the laboratory work of each office is standardized and the efficiency of the employees in the field offices engaged in analytical work is materially increased.

**NITRATE OF SODA fertilizer** bot in Chile will be distributed by the U. S. Government, arrangements having been made for 18,000 tons in January and a total of 100,000 tons, to be sold to farmers.

## New Corn Drying System.

Drying corn while it remains in the crib or box car is the great advantage possessed by the Cummings Corn Drying System. To this end its inventor makes use of the common hot air heating furnace, a power-driven fan to drive the air, and wind-trunking in the cribs or box cars to distribute the air thru the mass of ear or shelled corn.

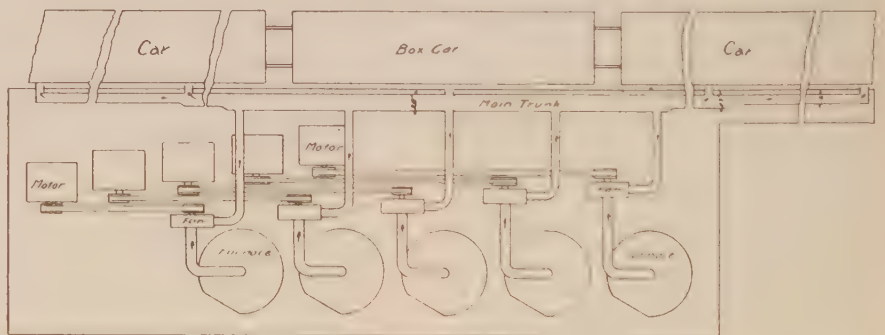
Two different methods are employed. For cribbed corn the portable drying outfit is moved to the crib, while for shelled corn the car load is shipped to the drying plant and dried in the car. For crib drying the hot air furnace and fan is mounted on wheels to be moved from one crib to another; but for the car drying the furnaces and fans are stationary.

**CRIB DRYING SYSTEM.**—The cribs are built 100 to 200 ft. long, and 8 to 10 ft. wide. From end to end of the crib extends an air trunk 30 inches from the floor, the first 4 ft. at each end boxed up tight. The engraving of circulation system in crib shows plan, elevation and cross sections of the trunking installed in a crib 120 ft. long and 8 ft. wide, which is the preferred size. In building these cribs the plan is to take them down and sell the lumber when the cribbing season is over. The floor is laid almost without nails and the siding and roof are nailed on with the nails left sticking out one-half inch. A claw bar draws the nail and the lumber drops off already cleared of nails and only slightly damaged.

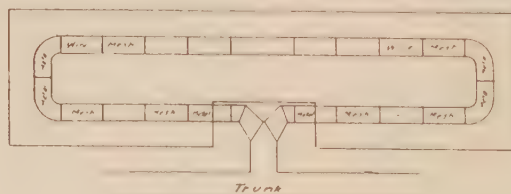
The mounted drying plant is on wheels supporting the hot air furnace, a 35-inch blast fan running 1,800 revolutions per minute, and a 15-h. p. gasoline engine.

When the crib has been filled the portable hot air plant is run up past one end of the crib and a slide joint connection made with the ventilating trunk. The furnace is fired up with good coal and

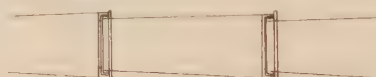
Stationary Drying Plant



Circulation System in Box Car



Exaggerated Detail of Pipe Joints



Carload Drying Plant of New Corn Drying System.



the blower started. After running continuously for about 48 hours the hot air plant is hauled to the opposite end and blowing continued until the corn is dry for shelling, the opposite end of the trunk being capped while the hot air is being blown in. The sheller follows about 4 days behind the blower.

As soon as one crib is emptied it is filled again and in this way each crib is filled, processed and shelled out several times during the season. When the normal temperature is 10 degrees Centigrade the air is introduced into the crib at 110 degrees, equal to a little more than 230 degrees Fahrenheit, or a little more than the boiling point. This is said not to damage the corn, which comes out in seemingly natural condition very dry about the air trunks and gradually dampen toward the top of the crib.

**CARLOAD DRYING PLANT.**—Five furnaces of the largest capacity furnish the heated air, and five electrically driven fans blow the air into one air trunk running the entire length of the building, 180 ft., five gates giving the air egress to the five cars that may be treated at one time. Each fan will handle 3,000 cu. ft. of air per minute and change the entire atmospheric content of the car once every two minutes. The capacity of each unit

seems to be about 5,000 lbs. of corn per hour reduced 2½ per cent in moisture. This would give the entire plant a capacity of 11,000 bus. reduced from No. 6 to No. 4 in grade each 24 hours. The engraving herewith of stationary drying plant shows furnaces, motors, blowers, connections to cars and the circulation system in detail as applied to one car.

The country shipper's part of the work is to equip the car with the wire cloth trunking. Sawing a grain door half in two the shipper nails each half to one door jamb, extending inward, and thru a hole in the half door passes a sheet metal nipple thru which the hot air is to enter. From this nipple the wire trunking is laid on the floor passing around the interior to a corresponding metal nipple. The coopering is then completed with grain doors, leaving these nipples exposed for connection with the drying plant. After drying the grain is removed and the hardware again shipped to the country stations.

In treating a car of 66,500 lbs. of 20.2% corn 18 hours of hot air reduced its moisture content to 15.6%. The hot blast was cut off, and cold air blown for 4 hours, and the loss in weight was 4,900 lbs., and the test 14.5, showing that the process could have been stopped sooner.

A test of one lot of corn showed that when the kernel contained 22% moisture, the cob carried 60% and that the average of the ear was 33%, explaining why corn seemingly well matured at husking time if thrown into a pile or unventilated crib quickly softens and is soon rotten.

The M. T. Cummings Grain Co., which has been granted letters patent on this drying system, would like to see it introduced generally. The company has been using the equipment profitably on corn that came from piles on the ground and which no other grain merchant would touch. This mouldy corn was bot at \$1 per bushel, taking 80 lbs. to the bushel to cover shrinkage and the lowest price received for this corn after drying was \$1.45 and the highest \$1.75. The expense of the process did not exceed 5 cents per bushel, and the company was able to process 80 bus. an hour, indicating a profit of \$20 an hour.

The company contemplates erecting permanent drying plants of this description at Omaha and perhaps at Chicago. A permanent plant, including the necessary trunking for 10 cars costs about \$2,000 per unit, and the portable dry plant about \$900 per unit.

## Federal Supervisors after Pin-Headed Inspectors.

Much of the howl about the great amount of labor and time required in giving grades under the new federal grading system arises from the incompetence of the licensed inspector who lacks the mental capacity to grasp on first sight of a sample that the controlling factors in the grade of that particular sample are few in number and make it unnecessary to determine the other grade specifications.

Some of these inspectors are slaves to practice and will go thru the entire list of possible manipulations, sieving, weighing, and counting of kernels on every sample that comes before them, the only effect being waste of valuable time.

One of the government supervisors roundly denounces this practice and loses no opportunity to call the attention of the inspectors to the more intelligent method of working, differentiating between "inspection" and "analysis." Giving a grade demands inspection, not analysis.

## To Grain Elevator Builders.

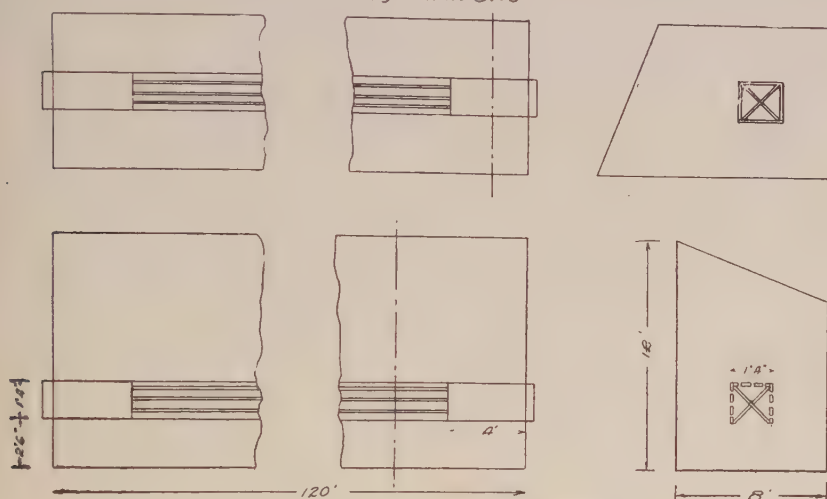
No doubt you are familiar with the call of the government for mechanics for ship building. This call as you know will take a large number of men from our crews for the building of grain elevators. While we understand fully the great importance and need for experienced men for the building of these ships, we also believe that the erection of grain elevators and storage for grain is of national importance in the matter of food conservation.

Will you join us in a request to the government to exempt all mechanics and laborers who are employed in this line of work from this call to the shipyards? If you have any suggestions to offer along this line, we will be pleased to receive same.

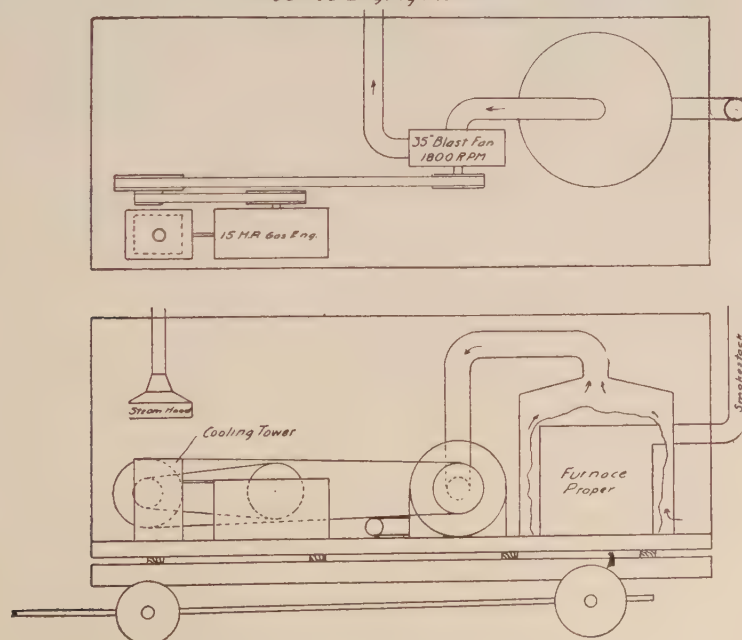
One request alone would have little or no weight with the government. We presume and believe if the grain elevator builders will combine and present this to the government in the right manner, we will be in position to continue with our building, otherwise the men from our crews will no doubt answer the call and leave us with possibly 25% of the men we now have.

Younglove Construction Co., by J. F. Younglove, Sioux City, Ia.

Circulation System in Crib



Mounted Drying Plant



\* Crib Drying Plant of New Corn Drying System.



## Seeds

BUFFALO, N. Y.—The Craver-Dickinson Seed Co. is building a 2-story seed warehouse, to cost \$11,000.

GREAT FALLS, MONT.—Plans for a new seed house are being made by the Barker-meyer Grain & Seed Co.

MARQUETTE, NEB.—I will remove to Aurora and will continue my seed business at that place.—E. G. Raymers.

C. A. KING & Co. on Feb. 4 shipped 100 bags prime clover seed by express, costing nearly \$1 per bushel expressage.

THE U. S. HOUSE OF REPRESENTATIVES has appropriated \$363,480 for the purchase of seeds for free distribution, an increase of about 50 per cent.

SEEDS and feeds in sufficient volume to insure a maximum acreage of wheat for the next harvest was the subject considered by the legislature of North Dakota at a session extraordinary which convened at Bismarck, Jan. 23.

CLOVER SEED brought a record price at McGregor, Ia., Jan. 25, when Gilchrist & Co., grain dealers, bought two wagon loads for which they paid \$3,200. This is thought to establish a record for the price of a single load of clover seed at \$1,600 per load.

SEED CORN EXPORT LICENSES will be refused until further notice, announced the War Trade Board Jan. 29. The quantity of seed corn available is not in excess of our own planting requirements. Shippers desiring to export corn will be required to state clearly on their applications for export licenses the character of the corn and the purpose for which it is to be used.

WESTERN CANADA will need 650,000 bus. of oats for spring seeding. Dominion Seed Buyer A. B. Wilson and the members of the Winnipeg Grain Exchange have buried the hatchet and an agreement was reached whereby Mr. Wilson is to select the grain he requires and to fix the price himself. Work has been started and the seed grain will be shipped to Regina, Moose Jaw, Saskatoon and Calgary as may be desired.

LOUISVILLE, KY.—We do not anticipate any stock of seeds being carried over this season, as supplies are very limited, and the demand is nearly as large as anticipated. There is a decided shortage in clover and in orchard grass. The increased acreage of wheat all thru the winter wheat area will of necessity make a demand for clover and grasses, which in our opinion will cause a general cleanup of stocks this season. Field peas and beans are attracting more attention on account of the apparent shortage in clover.—National Seed Co.

SEED CORN in Nebraska may not be sold for more than \$5 a bu., the limit being established by the Seed Stocks Com'tee of the State Council of Defense. When this price is charged, the com'tee says, the corn should be graded and delivered with a guarantee of 90 per cent germination and should be of pure strain. Corn of inferior quality or mixed corn should be correspondingly lower in price and if the buyer selects his own seed from the crib the price should not be more than \$3 a bu. The embargo on seed corn will be continued until March 1 and seed corn may not be shipped out of the state without special permission.

CORN in this vicinity is poor. Corn produced for seed by certain farmers is not fit on account of no germination. Have some seed corn in places. Clover seed scarce. Winter wheat spotted; some has to be plowed up.—STOECKER SEED CO., Peoria, Ill.

LANSING, MICH., Feb. 5.—Seed threshed in the state up to and including Jan. 19 was as follows: peas, 154,231 bus.; timothy seed, 9,579 bus.; June clover seed, 6,720 bus.; mammoth clover seed, 10,733 bus.; alsike clover seed, 16,558 bus.; beans, all kinds, 2,775,915 bus.—Coleman C. Vaughan, sec'y of state.

A PROPOSAL to issue \$300,000 in bonds for the purchase of seeds for distribution among needy Montana farmers has been attacked on the ground that the state seed lien law, under the provisions of which the bonds are to be issued, violates two provisions of the state constitution. The supreme court is asked to enjoin the Sheridan County Board of Commissioners from holding an election, called for March 9, to vote on the issuance of bonds.

SEED BEANS should be selected in the field while the plants are still green enough to detect the presence of mosaic, the latest bean disease. Three forms of disease have been classified by growers of Michigan and New York as anthracnose, blight and mosaic, the latter not proving serious until the last season. All three are transmitted by the seed, hence may be prevented only by securing disease free seed. The mosaic disease does not produce any discoloration of the pods, hence the necessity of selecting seed while the leaves are still green. The presence of the other two diseases can be detected by their effect on the pods.

THE SEED CORN situation is not improving in the least. Our state Council of Defense put into effect Jan. 25 a complete embargo on seed corn for shipment to points outside the state. However, at a consultation with members of the seed trade of the state, the order was modified to exempt sweet corn, flint and pop corn, and to the extent that orders already booked on the extreme early dent corns, which are not popular with the farmers, may be filled, but sales cannot be made after March 15. We believe you will understand that the condition in the state is pretty serious when it has been deemed necessary to make such an order as this.—The J. C. Robinson Seed Co., Waterloo, Neb.

A SEED CORN SEARCH is being stimulated by the National Crop Improvement Ass'n, the Board of Trade of Chicago, and the Federal Reserve Bank of the Chicago district. It is hoped to bring to light in each locality sufficient seed corn for this year's planting. Banks are being urged to take the lead in this work and to co-operate with all other agencies. Work should be organized on a township basis, a room of adequate size rented and facilities provided for heating it, suggests Bert Ball. A man who understands how to determine the value of seed corn should be placed in charge to sort, rack, dry and test the grain brought in. Arrangements should be made with the local telephone exchange to call every farmer and find out if he will have enough corn for himself and if he will have a surplus. All corn intended for planting should be tendered for testing as in this way only can a crop be assured. Grain dealers are asked to co-operate. Ear tested seed corn is said to be selling in many localities for as much as \$10 a bushel.

ALL FARMERS should be urged to test corn for seed and do the work immediately. The Illinois State Council of Defense, the United States Dept. of Agriculture and the State College of Agriculture are working together to bring to light a supply of seed for the corn growers of the state and this work has been undertaken in many other states. William G. Eckhardt has been made seed administrator and is backed by a strong com'tee, consisting of Charles Adkins, state director of agriculture, W. F. Handschin, of the University of Illinois, Eugene D. Funk, of Shirley, H. J. Sconce, of Sidell, John M. Crebs, of Carmi, and Frank J. Prather, of Williamsville.

BALTIMORE, MD.—There was practically no clover seed raised in this section this season. We look for a large demand for clover seed providing we have suitable weather. Railroad delays and embargoes are making business very unsatisfactory, but we hope to see such matters cleared up as soon as the weather moderates. In all probability the farmers will switch off to alsike and alfalfa on account of the high price of red clover. We also expect the demand for timothy seed to be very good. Do not think there will be much seed carried over, as the majority of the farmers have been trying to get along with as small an acreage of hay as possible during the past few years, and are practically forced to plant more grass crops this year.—Blamberg Brothers, Inc.

TRIPLET, a hybrid wheat produced at the state experiment station, Pullman, Wash., is said to be hardy, a maximum yielder, a good grader and a smut resister. It is the result of four years' intensive experiments. The first information regarding this new wheat was given to farmers by Prof. E. F. Gaines, station cerealist. Triplet has three ancestors, fife, little club and Turkey red, and retains the good of each, proving a better producer than any of them. On a smut test the new wheat took fourth place, producing 20.7 per cent of good wheat after 91.27 per cent of the plants had been infected. In a test with clean wheat on clean soil Triplet advanced to second place showing 2.2 per cent of smutted kernels. On yield Triplet led the field, producing 43.24 bus. on a four year series of tests. The grain tested 61 lbs. to the bus. graded No. 1, showing a bushel value of \$2.05 and an acre value of \$88.62.

USE OF sorghums for forage in South Dakota is treated exhaustively in Bulletin No. 174, issued by the State College of Agriculture, Brookings, S. D. The conclusions reached are that sorghum is a profitable crop to grow when weather conditions are unfavorable for corn; Sudan grass has proved the best sorghum to grow for hay purposes and for solid drilling or broadcasting; varieties of amber cane, such as Minnesota amber and Dakota amber, are best to grow when a high tonnage of coarse forage is desired; Sudan grass gives best results when drilled in rows six inches apart but can be grown as a cultivated crop, if desired; amber cane and dwarf milo give best results when grown in rows far enough apart to permit cultivation similar to that given to drilled corn; it is best to seed sorghum from May 20 to June 1, after corn planting is finished, but good yields are obtained from later seedings, making it possible to use the sorghums as catch or substitute crops; sorghum seed should be planted shallow, the object being to put the seed as close to the surface as possible and still be covered with the soil.



## Grass Seed Dealers on Government Control.

The Wholesale Grass Seed Dealers Ass'n, which met at Chicago, Jan. 25, gave close study to the suggestion of government price control of clover seed, and adopted the following resolutions:

### RESOLUTIONS.

WHEREAS, the Seed Stocks Com'te of the Department of Agriculture has requested the seedsmen to assist it in determining the best plan of handling the clover seed and seed corn situation, and

WHEREAS, The seedsmen are now in session at the Hotel Sherman in Chicago for the purpose of arriving at a solution of the problem under consideration, be it

Resolved, That we submit to the com'te the following suggestions:

Resolved, That the exportation of red clover seed should be promptly restricted by proper governmental order to sales made prior to issuance of such order, except that exports to Canada for Canadian use, or to our other allies, should be permitted. This restriction to remain in effect until July 1, 1918. We do not favor the taking over by the Government of seed sold to neutral countries, which has been bought in good faith, for use in neutral countries, but we approve the enforcement of the Trading with the Enemy Act in cases where the Government has good reason to believe that the seed is likely to reach enemy countries.

Our reason for not favoring the taking over of seed now awaiting exportation is that this would be very detrimental to future trade relations between this country and friendly nations, and particularly with our Allies in arms. We call the attention of the com'te to the fact that the United States is normally quite dependent on foreign countries for many varieties of seeds. As a further reason why we deem it unwise to take over the seed now awaiting export, it is our opinion that the amount so capable of being taken over is comparatively small, and would not materially affect the situation.

If in the judgment of the Government it becomes necessary to take over clover seed, as stated above, it seems to us that such clover seed should be put on the market in suitable parcels and sold to the highest bidder or bidders for distribution in this country.

The question of fixing a price at which clover should sell is one of serious moment.

The production of clover seed as compared with our consumptive demand has been steadily decreasing for a number of years. We believe that all possible encouragement should be given to stimulate its increased production. We think this can be better accomplished by allowing free, open competition to regulate the price.

As to the present emergency, we find strong evidence that clover seed is now moving toward points of consumption in a way to indicate that it will all reach the planter.

## Seed Movement for January.

Receipts and shipments of timothy, clover and flaxseed and other seeds from and to the principal markets of the country, with comparative figures for January, 1917, were as follows:

FLAXSEED.		Receipts.		Shipments.	
		1918.	1917.	1918.	1917.
Chicago, bus.	50,000	55,000	.....	9,000	.....
Milwaukee, lbs.	70,310	39,000	.....	.....	.....
New York, bus.	7,800	.....	2,310	.....	.....
Duluth, bus.	87,105	302,496	127,806	89,014	.....
Minneapolis, bus.	533,250	46,820	57,420	544,260	.....
*Cincinnati, bags	34	.....	15	34	.....
Winnipeg, bus.	400,400	283,800	.....	.....	.....
TIMOTHY.		Receipts.		Shipments.	
		1918.	1917.	1918.	1917.
Chicago, lbs.	2,006,000	2,149,000	1,720,000	2,921,000	.....
Toledo, bags	5,062	509	1,603	1,909	.....
Milwaukee, lbs.	360,858	513,190	42,840	1,9,069	.....
*Cincinnati, bags	190	952	893	2,468	.....
CLOVER.		Receipts.		Shipments.	
		1918.	1917.	1918.	1917.
Chicago, lbs.	1,079,000	660,000	908,000	1,065,000	.....
Toledo, bags	4,510	4,276	11,504	8,325	.....
Milwaukee, lbs.	565,879	222,137	566,840	159,875	.....
New York, bags	1,346	.....	2,203	.....	.....
*Cincinnati, bags	3,984	5,160	2,624	4,470	.....
OTHER GRASSES.		Receipts.		Shipments.	
		1918.	1917.	1918.	1917.
Chicago, lbs.	1,177,000	1,051,000	451,000	1,529,000	.....
*Cincinnati, bags	15,487	24,295	9,927	21,699	.....
Toledo, bags	1,047	286	1,566	1,072	.....

\*Bags of 100 lbs. each.

It seems to us that neither producers nor dealers will take the risk of carrying over clover seed at the present price level.

The idea of price fixing is not popular with the people of our country. This applies to farmers as well as tradesmen.

We believe Governmental agencies can do more to help the red clover seed situation by encouraging the use of alsike clover seed, alfalfa seed, field peas, soy beans, cow peas, other legumes, rape seed, and other forage crops than by any attempt at price regulation, which must of necessity be difficult and cumbersome, and which would tend to restrict the distribution of seed thru the usual channels.

Resolved, That it is our opinion that a great shortage exists in the seed corn supply, and that everything possible should be done to bring out all existing stocks. We recognize the fact that the seed corn situation differs materially from the clover seed situation.

Clover seed is freely interchangeable from one locality to another, and even from one climate to another; corn must be carefully selected and acclimated in order to produce the best crop.

All clover seed is more or less suitable for planting; large quantities of corn are worthless for seed.

Clover is a secondary crop, failure of which is not directly and immediately disastrous; corn is a principal crop and its failure would be immediately disastrous.

We believe the seed corn problem is vastly more important now than the clover seed problem.

We come to the same conclusion as to the fixed price on seed corn which we arrived at with regard to clover seed, viz.—that no price should be fixed. The same reasons applying as we have already enumerated on clover seed with these added reasons:

Practically all of the seed corn is still in the hands of the growers, and they are strongly in favor of the laws of supply and demand controlling the price.

Further, we recognize the fact that the cost per acre of seeding corn is relatively very much lower than that of any other principal crop, therefore, a high price per bushel for seed corn is not of serious consequence. The most desirable thing to be accomplished is to get seed corn thoroly acclimated and of high germinable quality.

For all these reasons, and many other reasons that might be enumerated, we believe it would be highly detrimental to the present acute situation to attempt to fix a price on seed corn.

So far as the exportation of seed corn to Canada or to our other allies is concerned, we believe that, notwithstanding the apparent shortage, such exportation should not be prohibited, for the reason that our interests at the present time are so closely interlinked with those of Canada as to make the closest possible trade relations between the two countries most desirable and necessary.

If, however, the Government overrules this recommendation with regard to seed corn intended for the production of mature corn, there is certainly no good reason for restricting the exportation of seed corn intended for the production of fodder or ensilage, because there is no great scarcity of seed corn reasonably suitable for such use.

In all of the conclusions at which we have arrived we kept foremost in our

## Imports and Exports of Seeds.

Imports and exports of seeds for November, 1917, with comparative figures for November, 1916, and totals for eleven months of the two calendar years, as reported by the Bureau of Domestic and Foreign Commerce, are here given:

	IMPORTS.			
	November 1917.	1916.	11 mos. ended Nov. 1917.	1916.
Flaxseed, bus.	624,246	975,124	8,222,883	12,687,079
Red clover, lbs.	.....	191,391	3,943,083	29,809,440
Clover, other, lbs.	496,871	776,151	7,352,266	9,721,081
Other grass seed, lbs.	284,412	625,047	6,017,953	9,260,399
Sugar beet, lbs.	2,919,301	514,000	12,310,941	19,003,695
	EXPORTS.			
	November 1917.	1916.	11 mos. ended Nov. 1917.	1916.
Flaxseed, bus.	43	96	1,005	1,624
Clover, lbs.	1,080,420	1,085,375	6,360,279	4,952,125
Timothy, lbs.	463,160	1,665,073	11,713,156	10,415,161
Other grass seed, lbs.	543,626	601,560	4,527,676	3,171,334

minds the extreme desirability of having all of the present available stocks of both clover seed and seed corn reach the planter to the end that a full crop for both may be assured for the 1918 season.

Resolved, That we most heartily endorse the movement now being carried forward for making a very thorough house to house survey throughout the entire country to determine the amount of available seeds of all kinds for planting during the coming springtime, and that we recommend to the National Council of Defense that they thru their State Councils prosecute very vigorously this undertaking, and that they encourage by every means in their power the selection, testing and saving of seed corn.

## Seeking Seed Corn.

O. L. Barr of the Barr Grain Co., Bicknell, Ind., is working among the farmers of his section, to get seed corn which will grow for all of the farmers who need it. He started his campaign by sending a letter to every farmer, from which we take the following:

### To Corn Growers:

As you know, the early frost last fall killed practically all the corn in this as well as most other sections of the country, and what was not killed by the frost was damaged to such an extent that exhaustive tests have proven a very small percentage fit for seed.

Now if we ever did need a big crop of good corn it will be next year; most of us have suffered a big financial loss due to the killing frost, but that is not the chief consideration. The short crop has cut down our surplus of good corn, and the needs of our country and our Allies will be much larger.

To say that we all want a good crop would be putting it mildly. As you know, the best way to secure a good crop is to plant good, tested seed. So I have taken it upon myself to conduct a seed corn campaign. I would like for each and every farmer who has either old or new corn that will grow to give me his name, the amount and kind of seed that he will be able to spare to his less fortunate neighbors. Also I would like to have the name of every farmer who will need seed, the amount he will need and the kind he would rather have. By this co-operation we can all help each other, and by helping each other we will be doing a great big "bit" to help win this terrible war.

Make our place your headquarters when in town.

If the dealers of every corn growing section would make an earnest effort to supply the needs of their farmer patrons with good seed, not only would the acreage be greatly increased, but the necessity of replanting would be obviated and the maturing of a good crop at an earlier date would be insured.

## Feed Dealers Must Have State License.

A bulletin by Secretary Fred E. Pond, of the New York State Millers Ass'n quotes the substance of a ruling from the state department on licensing and covering bran, standard middlings and mixed feeds which contain screenings not in excess of mill run.

The rule in substance follows: Wheat bran with mill run of screenings is a concentrated commercial feeding stuff, within the meaning and intent of Article 7 of the state agricultural law, and it is therefore necessary to license same before selling the goods in this state.

It will be necessary for all millers to renew their licenses on these feeds for the year 1918. The executive com'te suggests that notices be attached to license fees stating that they are being paid under protest.

Millers believe these feeds should be exempted from the requirements of the license and the executive com'te has asked for an official interpretation of the department ruling.



## Feedstuffs

EASTERN FEDERATION of Feed Merchants will meet Feb. 13 and 14 at Binghamton, N. Y., in the Arlington Hotel.

LEXINGTON, NEB.—Plans for an alfalfa mill, to cost not less than \$25,000 or more than \$50,000 are being perfected.

MELINA, COLO.—The alfalfa meal plant which is being built by a company for which Frank Graybill is mgr. is nearing completion.

PITTSBURG ELEVATOR Co., Pittsburg, Kans., has registered as a trademark the lettered description "PECO" applicable to all its varied feed products, claiming use since Oct., 1914.

LEXINGTON, NEB.—About 800 tons of baled hay, owned by the M. C. Peters Mill Co., of Omaha, Neb., and stored at Joselyn, was destroyed by fire, entailing a loss of about \$18,000, fully covered by insurance.

CHAPIN & Co., of Hammond, Ind., and Chicago, have registered as a particular description of dairy feed a rectangle enclosing the letters A-R-O, claiming use since Nov. 3, 1917.

ROBERT H. MCCracken, a pioneer in the mixed feed business and until recently associated with the John E. Koerner & Co., New Orleans, La., died at Colorado Springs, Colo., Jan. 6, after a long illness. The funeral was held at Cleveland, Ohio.

A FIRE in the by-products plant of Piel Bros. Starch Co., Indianapolis, Ind., caused a loss estimated at \$8,000. Products handled in this branch are starch feed for stock, oil cakes and similar feed stuffs. The fire is thought to have originated in an oil cooker or from spontaneous combustion. Much valuable machinery was destroyed or injured. This is the second fire, the first being in 1915, and caused a loss of \$50,000.

BULLETIN No. 10, issued by the United States Food Administrator, says: "We have today somewhere near the equivalent of 1,000,000,000 bu. of feeds more than last year. This is an increase of nearly 25 per cent, for which we have no corresponding number of animals to feed. In other words, as our animals have not kept pace with our increase in concentrates, we have much more feed this year than we have animals to eat it. The monetary interpretation of this situation must be that we will have a low range of prices for feeding stuffs."

IN A CIRCULAR to members of the New York State Millers Ass'n, Sec'y Fred E. Pond directed attention to the fact that it will be proper to defer renewing licenses on such brands of feed as bran, middlings, mixed feed, etc., which contain screenings not in excess of mill run. Fear was expressed of encountering trouble with the state authorities if licenses were not renewed, but officers of the ass'n took the matter up with the state authorities and were promised a decision at an early date, members to receive notice in ample time to renew licenses.

BULGARIA produced 5,938,115,260 lbs. of wheat, rye, barley, oats and corn on 7,200,008 acres of land in 1917. In old Bulgaria 2,709,247 acres were planted with wheat, 477,124 acres with rye, barley 723,478 acres, oats 333,670 acres, corn 1,268,127; total 5,511,644 acres.

ADULTERATION and misbranding of malt sprouts by the Froedtert Malting Co. brought a fine of \$10, imposed under the food and drug act. Analysis showed 14 percent of foreign matter, consisting of chaff, malt and weed seed, seriously and injuriously affecting the quality.

MANUFACTURERS of mixed feeds heretofore have been required by the Kansas State Agricultural College to state on the label the kind of molasses used, whether cane or beet. This order caused great inconvenience and produced no tangible benefit. The requirement has been withdrawn and molasses feeds may now be offered without specifying the kind of molasses used.

COUNCIL BLUFFS, IA.—A flour mill, to cost \$75,000, will be built by the National Alfalfa Products Co., work to start in the spring. Orders already have been placed for the equipment. Capacity will be about 300 barrels per day. The company is producing Ri-Al-Fa Health Products, consisting of alfalfa flour, alfalfa candy, syrups, alfalfa tea and coffee, pancake flour and others which have been perfected in the last few years. An adjunct to the mill will be a huge bakery to cost about \$12,000.

PROFITS on mill feed sold by Canadian retail dealers has been fixed by the food controller. On bran, shorts and red dog sold for cash at store, the maximum profit shall not be more than 10 cents per bag, over cost f. o. b. dealer's station; if delivered from car the maximum profit is 5 cents per bag; if sold on credit and delivered by dealer a reasonable charge may be made for the service. Millers, selling at retail, may add 5 cents per bag to prices established by the food controller in order issued Dec. 17, 1917. When purchaser furnishes bags the miller must not add more than \$2 per ton to the price named Dec. 17, 1917. Placing this limitation on the miller in effect establishes the compensation for retail dealers, as it fixes the miller's maximum charge for service as a dealer.

RUSSIA has more grain than she can possibly use. The storehouses are full, said Capt. Harry S. Brown, who went to Russia last June with the Red Cross mission and left Petrograd Nov. 26.



Homer H. Dewey, Peoria, Ill.  
Elected Pres. Board of Trade.

## Feed Dealers Confer.

A midwinter meeting of the Mutual Millers & Feed Dealers' Ass'n was held in Buffalo Jan. 28. Report of Secretary A. B. Archer showed a gain of 24 new members.

F. C. Jones, sec'y of the Eastern Federation of Feed Merchants, said the government is to make a canvass of the feed trade and that after learning the cost of handling feed will establish margins of profit. He announced a meeting of the Federation for Binghamton, Feb. 12-13, at which the license situation will be discussed.

After a discussion of the seed corn situation dealers were advised to endeavor to supply seed for an increased acreage by local advertising and personal talks with farmers.

Several dealers who sell flour reported their orders were being turned down unless they also purchased rye, barley or corn flour to the extent of about 25 per cent of the wheat flour ordered. Many thought spring wheat flour would not be available after May or June.

Reports showed there was less objection to the cash plan of doing business, on the part of farmers, than when the idea was first proposed.

## Advertising "Pilot Wheel" Feeds.

About fifty manufacturers of sweet feeds constitute the membership of the Sweet Feed Manufacturers Ass'n. This organization has perfected plans for advertising the products of its members, which heretofore have been distributed largely in the south.

The plan is for advertising on a collective or co-operative basis and will replace, in part at least, the publicity work heretofore carried on by the individual members. In this manner the interests of the component elements of the industry will coalesce to the degree they are dependent on or influenced by publicity.

Use of the term "Pilot Wheel" will be extended to all members except those who knowingly or willfully permit their products to fall below an established value, the plan contemplating rigid maintenance of agreed upon elements of food value in all "Pilot Wheel" feed offered the public.

Necessarily the individual producer of sweet feeds must continue to work on the problem of distribution and this work will be made most productive, it is believed, by harmonizing it with the general work carried on by the organization.

The entire plan has been carefully conceived and perfected in detail. The work is handled by an able com'tee of which J. W. Anderson, of the Kornfalfa Feed Milling Co., Kansas City, Mo., is chairman.

## Exports of Feedstuffs.

Exports of feedings stuffs for November, 1917, with comparative figures for the same month of 1916, and totals for eleven months of two calendar years, as reported by the Bureau of Domestic and Foreign Commerce, are here given:

	November 1917.	1916.	11 mos. ended 1917.	Nov. 1916.
Bran & middlings, tons	209	642	5,006	5,808
Dr. grains & mt. sp'ts, tons	28	259	960	1,825
Mill feed, tons	471	3,292	19,136	38,249
Corn oil cake, lbs.	15,625	4,425,800	5,516,836	21,301,958
Ctn'sd oil cake, lbs.	562,840	133,778,417	279,990,465	955,745,339
Ctn'sd meal, lbs.	5,867,583	12,405,298	113,491,673	162,623,396
Lins'd cake, lbs.	34,515,747	.....	111,666,294	.....
Lins'd meal, lbs.	1,961,078	.....	12,016,788	.....



## Penalty for Failure to Deliver Feed.

License of S. R. Jennings, cottonseed meal and cake dealer of Shreveport, La., has been revoked by the Food Administration. The order called for the closing of his place of business Jan. 23, and he has been notified that failure to "remain out of the trade may be followed by a heavy fine, by imprisonment or both." The business will be wound up by the Food Administration which will deliver all of the goods on hand and held on contract for those to whom they have been sold. The charge was that he had failed to deliver feeds necessary to preserve the cattle of the country, thus causing large losses to those who had entrusted their orders to him.

## Permissible Chaff in Oil Meal.

At the annual meeting of the Ass'n of Feed Control officials of the United States, held at Richmond, Va., in November a report was submitted by the Linseed Production Com'te, appointed at the last preceding meeting to determine the maximum amount of foreign material permissible in oil meal, both old and new process, linseed meal, oil cake and ground oil cake.

Much of the linseed cake exported to Europe must meet a standard of 5 per cent maximum impurities, that from Argentine is purchased on a basis of 4 per cent.

In manufacturing processes fine screenings have been added to the clean seed sent to the crushers; also fine screenings are crushed and pressed and the cake secured in this way added to ground linseed cake in varying proportions. Another method has been to pulverize chaff and fine screenings and use as an adulterant for finely ground linseed meal.

The com'te made the following recommendations:

That the maximum amount of foreign material permissible in oil meal, old process oil meal, new process oil meal, linseed meal, oil meal, or ground oil cake, be fixed at 6 per cent by weight; considered as equivalent to 4 per cent by weight of foreign material in the seed, before extraction of the oil.

That further investigation of methods for detecting the presence of excessive amounts of foreign material in linseed cake and meal be undertaken.

That no rigid requirements of a chemical nature be fixed without further investigation to include seed grown during several seasons.

I HAVE enjoyed the Grain Dealers Journal, and its suggestions and warnings have assisted me very much in conducting the work of grain buying.—C. E. Jenkins, Marietta, Minn.

## Feedstuffs Movement in January.

Receipts and shipments of feedingstuffs at the various markets during January, 1918, compared with January, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, lbs.	32,209,000	55,171,000	46,408,000	64,818,000
Cincinnati, tons	5,776	7,897	5,607	11,227
Milwaukee, tons	2,370	1,472	14,407	6,839
Minneapolis, tons	7,334	6,008	51,635	44,495
New York, tons	597	.....	100	142
St. Louis, sacks	51,710	123,070	147,420	65,460
cars	5	18	.....	14
San Francisco, tons	654	1,779	.....	.....

## New England Feeding Stuffs Industry Pledges Co-operation.

Following a meeting with three members of the F. A., the Grain Board of the Boston Chamber of Commerce, with more than 250 members attending, accepted a report of the sub-committee appointed at the close of the meeting, to co-operate in every way possible with the F. A.

George A. Chapman, Chicago, chairman of the Executive Com'te of the Feeding Stuffs Manufacturers Ass'n, S. F. Evans, Baltimore, chief of the Mill Feeds Division, and J. J. Stream, Chicago, chief of the Coarse Grains Division of the F. A., were the speakers. They reached Boston shortly before noon, were entertained at luncheon by the Grain Board at the Exchange Club and addressed the meeting of New England dealers held in the Chamber of Commerce library during the afternoon.

The meeting was held for the purpose of acquainting the New England grain men with the rules the government has laid down for the conduct of the feed industry during the war.

Mr. Evans presented copies of the government rules, which became effective Nov. 1, also with the subsequent special rules, some of which are not yet off press. The presentation of these rules was followed by questioning by members of the Grain Board. He detailed the information required by the F. A. in monthly and quarterly reports from dealers and said the latter must be complete in all financial statements to the statistical department, and must show the gross sales as well as the dealers' net profits.

What should constitute a reasonable profit must be more or less a matter for the dealer and the administration to decide. If special circumstances should arise to show abnormal profits for a certain period while similar report for another period might show a loss, the dealers should write a complete, frank statement to that effect which should accompany the report. Undue profits for dealers will meet with the revocation of licenses.

Dealers doing less than \$100,000 worth of business annually are not, Mr. Evans declared, required to operate under a license, but they are required to conform to the rules laid down as applicable to those operating under a license.

Regarding transactions in grain, the F. A. has no set rules defining a reasonable charge. This must be determined by specific conditions in each case. Mr. Evans cited a case where complaint was made of a dealer charging too much for grain. Investigation showed that particular dealer was not charging too much but that his prices were too low and he was authorized to increase the price 50c per ton. In another case a broker doing \$35,000 worth of business a month without any overhead expense, operating alone with only a small office, without clerks, etc., made a net profit of \$4,600 monthly. This was considered an unduly large profit and a warning was issued.

Under Rule 13, which specifies exemptions for storage of a reasonable amount of certain commodities, the F. A. has added a number of new commodities but the list has not yet been printed. These additions are seasonal feed stuffs.

Probably the most puzzling feature of the rules explained was that basing the selling of grain on the cost instead of on the prevailing market price.

Regardless of cost, New England grain dealers have heretofore based the selling price on the market. Now, however, the

selling price must be regulated by the cost price. Resales for the purpose of raising prices of grains and feeding stuffs are prohibited.

Another new rule, soon to be issued to the trade, will deal with grains sold for chicken feed which will provide that no wheat or barley fit for human consumption shall be added to any chicken feed mixtures and that wheat and barley, unfit for human consumption, may be added but not to exceed 10 per cent of the mixture. Special licenses are required. "The F. A. asks that you dealers help us to win this war," Mr. Evans stated in closing.

John J. Stream said the Administration was trying to get values down where consumers might buy commodities at reasonable prices. He spoke of the congested conditions of the railroads and of the necessity of providing cars for moving grains from the farms and storehouses. Otherwise huge quantities of grain will spoil. He declared people would not substitute other grains for wheat if the substitutes cost more than the commodities which were being saved. The Administration now is trying to reduce the prices of substitutes.

"Unless the railroads act quickly, a great deal of the corn crop of the north, now on the farms and in storehouses, will be spoiled. We are trying to conserve the crops—we are trying to get it off the farms into your hands."

George A. Chapman outlined the work of the Executive Com'te of the Feeding Stuffs Manufacturers' Ass'n, saying, "Our com'te is not a part of the F. A. We were appointed to act as an expert advisory committee to the F. A. Many of the manufacturers went to Washington with the feeling that they didn't want to be regulated. After meeting the Administration there and seeing the seriousness of the work which is being done, and the sincerity of the men doing it, every manufacturer came away with the knowledge that he wanted to be regulated and the committee, which then consisted of 30 members, was at once enlarged to 50 members.

"Washington wants to keep things on an even keel. The committee voted to a man to come under the regulations and be licensed. We want to have a reasonable profit. We don't want hoarding of feeding stuffs or exorbitant prices."

Mr. Chapman urged the necessity of the grain men reporting, either to his committee or to the F. A. violations of the rules laid down. Only by the closest co-operation among all dealers will the best interests of both the trade and the government be maintained.

J. D. Peck, R. J. Sackett and R. T. Martin were named a com'te on resolutions to report the sense of the meeting. The resolution reported, advocating complete compliance with the rules and full co-operation with the F. A. was unanimously adopted. S.

SO MUCH has been said concerning the enormous increased human consumption of oats in this country that it may be of interest to some to know that the United States can grind no more than 60,000,000 bus. per year, this amount representing the total milling capacity in this country. The normal grind is 35,000,000 bus. annually and 25,000,000 bus. represents the greatest possible increase over normal. The increased human consumption of oats will not prove much of a factor in the oats market.—L. L. Winters, of Hurlburt, Warren & Chandler.



# Grain Trade News

## ARIZONA

Phoenix, Ariz.—The plant and brands of the Phoenix Flour Mills have been bot by the Valley Flour Mills, who will conduct the business under the name of the Phoenix Flour Mills Co. Our company is composed of Dick Irving and W. T. Studer, both of whom were formerly connected with the Phoenix Flour Mills, and we will conduct a flour and feed jobbing business.—Southwest Flour Co., W. T. Studer.

## ARKANSAS

Dardanelle, Ark.—We have started work on the construction of a 3-story brick building and will install a 15-bbl. Midget Marvel Mill and a complete line of machinery for manufacturing feeds and flour.—Dardanelle Feed & Grain Co., Geo. N. Goodier, mgr.

## CALIFORNIA

Oakland, Cal.—The Albers Mfg. Co. is making improvements, to cost \$200,000, in its elvtr. and mill.

Los Angeles, Cal.—Warren & Weldon have established a grain dep't in connection with their flour and feed business.

Stockton, Cal.—Joe Clarke, who has been connected with the Frank A. Guernsey Grain Co. for the past 3 years, has been appointed local deputy inspector for the Grain Trade Ass'n of the San Francisco Chamber of Commerce.

## CANADA

Roseland, Man.—The elvtr. of the McCabe Elvtr. Co., for which I was agt., is closed at the present time.—J. W. Canfield, Brandon.

Nanton, Alta.—The engine room of the elvtr. of the Alberta Pacific Elvtr. Co., for which M. J. Armstrong is mgr., burned recently with a loss of \$40,000.

Moose Jaw, Sask.—George and Martin Powell and George Garrett are said to have pleaded guilty to the charge of stealing grain, and they have been sentenced in district court.

Toronto, Ont.—Charles Faessler, mgr. of the local branch of Parrish & Heimbecker, Ltd., grain merchants, of Winnipeg, Man., has been appointed consul for Switzerland for the province of Ontario and the north-west provinces with residence at Toronto.

Renfrew, Ont.—W. E. McConnell has been appointed mgr. of the local mill and elvtr. of the Interprovincial Flour Mills Co., Ltd. Mr. McConnell has had considerable experience in Ontario, having formerly been connected with the Robin Hood Mills, Ltd.

Brandon, Man.—A. J. Facey, of a grain brokerage firm, has left the city. One car of wheat is said not to have been accounted for and a shortage estimated at between \$15,000 and \$25,000 is talked about. It is reported that Mr. Facey has been arrested at Moose Jaw on a warrant charging the obtaining of money under false pretenses.

St. Boniface, Man.—The Crown Elvtr. at this place and its contents were totally destroyed by fire on Dec. 23. The fire originated in the drying room, which was a separate building attached to the main elvtr. The value of the grain lost was \$111,000. The power house and boiler room contents were not seriously damaged. The loss on the building was \$250,000. The cause of the fire has not been determined.—The Northern Elvtr. Co., Ltd., Winnipeg.

Montreal, Que.—The annual meeting of the Corn Exchange Ass'n was held Jan. 30 and the following officers were elected: Pres., H. D. Dwyer; treas., T. H. Reeves; com'te of management, W. B. Bashaw, A. George Burton, A. E. Clare, C. B. Esdaile, E. S. Jaques, E. Neilson and Jos. Quintal; board of review, Jas. Carruthers, Edgar Judge, H. W. Raphael, A. P. Stuart, A. G. Thomson and Norman Wight. The retiring com'te of management presented its report for 1917, which was unanimously adopted.

Saskatoon, Sask.—Order No. 22, issued by the Board of Grain Supervisors Jan. 23, requires the Grand Trunk Pacific Railway Co. to unload into the government elvtr. at Saskatoon all wheat shipped east over its lines from points on the Edmonton, Denvegan and British Columbia lines for the account of the Wheat Export Co., Ltd. The Wheat Export Co. is to pay a diversion charge of 1c per bu., in addition to the fixed price, for all wheat so diverted, and the order is to cover the movement during the period of closed navigation or until further notice. Order No. 23 of the Board requires the Grand Trunk Pacific to unload into the government elvtr. here all cars of wheat in transit on its lines west of Saskatoon on Jan. 23, and for this wheat the Wheat Export Co. is also to pay a diversion charge of 1c per bu.

## FORT WILLIAM LETTER.

Work is progressing rapidly on the 2,500,000-bu. terminal elvtr. of the Saskatchewan Co-operative Elvtr. Co. Ironworkers are now busy installing fixtures in the large car shed. This shed has a capacity of 4 tracks.

Officials of the Canadian Northern Railway are making renewed efforts to bring to an end the operations of what appears to be an organized gang of thieves which is systematically stealing grain from cars while in transit. The depredations appear to have been committed at some point between Fort Frances and Port Arthur, and Austrian track laborers are suspected of doing the work. Recently a group of the men was taken before the magistrate at Fort Frances, but they were released because the evidence against them was not sufficient to convict them. Not only have cars been broken into and the doors left unsealed, but after breaking open the doors the thieves have resealed the doors with company seals which had been given out on the local coal docks for the purpose of sealing outgoing cars. From this fact it is thought that the ramifications of the gang extend even into the city.

## WINNIPEG LETTER.

The Grain Growers Grain Co. has moved its office from the Grain Exchange Building to the Bank of Hamilton Building, where it has taken 5 floors.

The following memberships in the Grain Exchange have been transferred: From R. D. Smith to F. J. Anderson, C. H. Bartlett to Max Mitchell, F. E. Holloway to R. J. Noble.—T. J. Irving, ass't sec'y.

On Jan. 23 the Terminal Elvtr. at Port Arthur, Ont., operated by the Saskatchewan Co-operative Co., Ltd., was declared regular under by-law 25 of the Grain Exchange.—T. J. Irving, ass't sec'y.

Winnipeg, Man.—The Grain Growers Grain Co. has recently distributed copies of its annual report for the year ending Aug. 31, 1917. During the year a merger was formed between the Grain Growers Grain Co. and the Alberta Farmers Co-operative Elvtr. Co., and the combined statement for the 2 companies shows income of \$2,812,706, compared with \$2,409,-

878 for 1916. Expenses were \$1,708,057 for 1917, and \$1,345,378 for 1916, leaving a net income of \$844,402 for 1917, compared with \$848,132 for the previous year. The reserve of the combined companies is given at \$1,250,000, and the total surplus is \$1,659,355.

## COLORADO

Boyd (no p. o.), Colo.—The Johnstown Mill & Elvtr. Co. is making extensive repairs in its elvtr. The White Star Co. is doing the work.

Bethune, Colo.—I have recently completed a 15,000-bu. elvtr., the construction work being done by the R. M. Van Ness Construction Co.—J. E. Rule, Bovina, Colo.

Colorado Springs, Colo.—The Seldomridge Grain Co. has completed a brick warehouse at a cost of \$18,000 to replace the one burned last May. The warehouse is connected with the company's 50,000-bu. elvtr.

Denver, Colo.—At the regular monthly session of the Grain Exchange held Jan. 9 the following rule was adopted: Discounts on grain which does not grade according to contract must be requested within 48 hours after certificates of inspection have been mailed by the Exchange. Otherwise no discount shall be granted. Settlements on any quantity of grain over or under contracts shall be based on the prevailing market the day said grain is inspected.

## IDAHO

Fenn, Ida.—An elvtr. will be built here by the Farmers Union Warehouse & Supply Co.

Grangeville, Ida.—The Farmers Union Warehouse & Supply Co. will build an elvtr. at this station.

Dubois, Ida.—The organization of the Dubois Mfg. & Elvtr. Co. was perfected at a recent meeting. James Denning was elected pres., and D. T. Murphy, sec'y.

Caldwell, Ida.—This company is not connected with the Caldwell Mfg. & Elvtr. Co. which built a large elvtr. this season. We have a 14,000-bu. elvtr. and a small mill.—The Idaho Mfg. & Feed Co.

Idaho Falls, Ida.—This company owns and operates the elvtr. which was formerly operated by the Farmers Grain & Produce Co. The home office is at Salt Lake City, Utah.—C. H. Norton, mgr. Farmers Grain & Mfg. Co.

Culdesac, Ida.—Farmers of this community recently held a meeting and made plans to organize a company to build an elvtr. It is planned to make the plant of 60,000 bus. capacity and to include in its equipment an automatic scale, cleaner and feed rolls. A com'te, consisting of W. Lawrence, Theodore Mattson, C. B. Christie, Ralph Fluharty and William Ruddell, has been appointed to make arrangements for building the elvtr.

## ILLINOIS

Ladd, Ill.—J. E. Flaherty is now mgr. for the Ladd Elvtr. Co.

Cuba, Ill.—The Farmers Elvtr. Co. has just completed its new elvtr.

Williamsburg, Ill.—F. W. DeHart has bot 4 box cars for use in shipping his grain.

Seymour, Ill.—At a recent meeting of farmers \$16,000 was subscribed to build an elvtr.

Gillespie, Ill.—Heyen Bros., who conduct a feed store at this place, will erect an elvtr.

Croft, Ill.—J. A. McCreery & Sons, of Peoria, will build a 30,000-bu. elvtr. at this place.

Collison, Ill.—The Collison Grain Co. has filed notice of the dissolution of its incorporation.



Arthur, Ill.—G. T. Wells, the local grain dealer, has bot 5 box cars for use in shipping his grain.

Richland sta. (Pleasant Plains p. o.), Ill.—Ed Fetzter is now mgr. for the Richland Farmers Elvtr. Co.

Welch Crossing (Illioopolis p. o.), Ill.—Farmers in this community are considering plans to build an elvtr.

La Hogue, Ill.—I have sold my elvtr. to the Farmers Grain Co. and have given possession.—O. W. Maddin.

Fidelity, Ill.—Farmers in this community contemplate organizing a company to engage in the grain business.

Neponset, Ill.—Albert Ewing, of Malden, has succeeded W. H. Hayes as mgr. for the Neponset Farmers Grain Elvtr. Co.

Manito, Ill.—A. F. Fox, the agt. for the Turner-Hudnut Grain Co., is unable to attend to his duties because of illness.

Pleasant Hill, Ill.—Farmers in this community are organizing the Farmers Elvtr. Co., which will engage in the grain business.

Decatur, Ill.—W. H. Suffern & Co., of this place, have taken over the 500,000-bu. Illinois Central Elvtr. at Cairo and will operate it.

Rantoul, Ill.—At the recent annual meeting of the Rantoul Grain Co. J. R. McCabe was elected pres., and F. L. Evans, sec'y-treas.

Kewanee, Ill.—Ira Franklin, whom I succeeded as mgr. for the Farmers Elvtr. Co., has removed to Louisiana.—J. E. Hawthorne.

Clearing, Ill.—The Washburn-Crosby Co., which has recently placed its grain storage warehouse in operation, will install a 600-bbl. corn mill.

Decatur, Ill.—The American Hominy Co. is installing a drying plant to have a capacity of 1,200 to 1,500 bus. per hour, and to cost \$20,000.

Blackland sta. (Boody p. o.), Ill.—Farmers in this community decided at a recent meeting to organize a company and build an elvtr.

Fiatt, Ill.—Willard Barclay, of Middle Grove, will be mgr. for the Fiatt Elvtr. Co., which recently completed a 25,000-bu. reinforced concrete elvtr.

Mendota, Ill.—Frank Alvord, who has been employed by the Armour Grain Co., has removed to Perry, Ia., where he will be employed in the future.

Mascoutah, Ill.—The Ph. H. Postel Mlg. Co., which operates an elvtr. and flour mill here, has let contract for the machinery for a 500-bbl. corn mill.

Thawville, Ill.—The Thawville Farmers Grain Co. incorporated; capital stock, \$25,000; incorporators, Jesse W. Lawrence, A. Lachemeyer and others.

Cairo, Ill.—A small fire occurred near the molasses tank in the feed mixing room at the plant of the Cairo Mlg. Co. Feb. 2. It was extinguished with small loss.

Cramer, Ill.—The Cramer Grain & Coal Co. held its annual meeting Jan. 18 and elected the following officers: James Wascon, pres., and O. S. Stevens, sec'y-treas.

Bloomington, Ill.—The L. E. Slick Co. is installing a grain drier in connection with its elvtr. and the concrete storage tanks that were recently erected.

Brocton, Ill.—The Brocton Farmers Grain Elvtr. Co. incorporated; capital stock, \$40,000; incorporators, Thomas Noble, Richard T. Fortune and John D. Powers.

Kane, Ill.—At the recent meeting of the Farmers Grain Co. a resolution was adopted authorizing the purchase of \$250 of the next issue of Liberty Bonds.

Arnold, Ill.—The Farmers Elvtr. Co. has remodeled its elvtr., increasing the capacity 3,500 bus., and has built a cob burner in connection with the plant.

Haynes Siding (Illioopolis p. o.), Ill.—The elvtr. of the American Grain Co. has been completed and placed in operation with Arthur Pritchett, of Niantic, as mgr.

The executive com'te of the Illinois Grain Dealers Ass'n has expelled the Sullivan Elvtr. Co., Sullivan, from membership in the ass'n for failure to arbitrate a trade difference.

Exline, Ill.—The recent report that I have turned my business over to another is incorrect. There has been no change in the grain business here so far as I know.—A. Z. Hoag.

Roseville, Ill.—At the recent annual meeting of the Farmers Grain Elvtr. Co. the following officers were elected: Pres., George F. Meacham; sec'y and treas., W. V. D. Moore.

Staley, Ill.—The Staley Grain & Supply Co. incorporated; capital stock, \$30,000; incorporators, J. M. Mullikin, J. E. Armstrong, R. M. Lyman, A. S. Fackler and J. H. Godsey.

Lisbon, Ill.—The directors of the Central Grain, Lumber & Supply Co. have employed Clarence White as mgr. for another year. Carrie Hagen is bookkeeper and Peter Nelson the helper.

Piasa, Ill.—The firm of H. T. Still & Sons, which recently succeeded H. T. Darnielle in the grain, seed, feed and coal business, is composed of H. T., C. E. and H. O. Still. C. E. Still is mgr.

Cairo, Ill.—J. P. Haynes, who has been traffic mgr. for the Board of Trade for the past 2 years, has resigned his position to become traffic commissioner for the Commercial Club of Sioux City, Ia.

Fidelity, Ill.—J. T. Darnielle, whose elvtr. at Piasa was purchased by us, has not disposed of his elvtr. at this place. He expects to continue to operate the plant.—H. T. Still & Sons, C. E. Still, mgr., Piasa.

Piper City, Ill.—Farmers of this community organized the Farmers Elvtr. Co. at a recent meeting. The company plans to buy the elvtr. of Alvin W. Wrede, and it is understood that a price of \$25,000 has been agreed upon.

Martinton, Ill.—O. W. Ripsch, of Pontiac, has succeeded J. E. Hawthorne as mgr. for this company. Mr. Hawthorne has removed to Kewanee to become mgr. for the Farmers Elvtr. Co. at that place.—Farmers Elvtr. Co.

Haynes Siding (Illioopolis p. o.), Ill.—Thomas Byron, of Illioopolis, who is employed in the new elvtr. of the American Grain Co., was injured recently when his right hand became caught in a conveyor, the back of the member being severely bruised.

Sadorus, Ill.—Active plans for the organization of a farmers company to engage in the grain business were made at a recent meeting, at which Ben. C. Holl acted as sec'y. It is said that DeLong Bros. have offered to sell their elvtr. to the new company.

Chesterville, Ill.—The Chesterville Farmers Grain Co., which was recently incorporated with capital stock of \$15,000, has made preparations to build an elvtr. and corn crib to cost \$30,000. A building com'te consisting of Peter Sandell, R. G. Miller and Adolph Gehlbach has been appointed.

Cairo, Ill.—The Illinois Central Elvtr. has been taken over by W. H. Suffern & Co., of Decatur, who will operate it. It is an old house with storage capacity of 500,000 bus. and with handling capacity of 14,000 bus. daily. A drier is operated in connection with the plant.

The following firms have been admitted to membership in the Illinois Grain Dealers Ass'n: Hopewell Grain Co., Held sta. (Lacon p. o.), Ill. (including Geo. Pearce & Co., Verna, Ill.); C. E. Stumbaugh, Alexis, Ill.; E. L. Wellman, Grand Rapids, Mich.; and Alfred Gowling, Cincinnati, O.—E. B. Hitchcock, sec'y.

Sheffield, Ill.—The work of salvaging the grain in the burned elvtr. of the Farmers Elvtr. Co. has been carried on continuously since the plant burned and several carloads of oats have been shipped. Timbers

which were covered by oats when the building collapsed continued to burn, and several times during the salvage work it was necessary to use a hose to extinguish the flames, when the removal of oats permitted the fire to burn briskly.

Pana, Ill.—Burglars broke into the office of the Turner & Guedhust Elvtr. Co. recently but failed to obtain anything of value. Entrance was effected by breaking a panel from the office door and releasing the night lock. The robbers apparently worked for some time in an effort to open the safe, but failed to do so. Had they known that the safe was unlocked, the lock being out of order, they would have saved time and gained money, for they had easy access to the money drawer by simply turning the safe knob.

## PEORIA LETTER.

The American Mlg. Co. has installed new grain driers at its plant.

The Geo. W. Cole Grain Co. has been granted a permit by the public utilities com'isn to build a grain warehouse.

W. H. Dewey, of the firm of W. W. Dewey & Sons, cabled Jan. 19 that he had arrived safely in France. Mr. Dewey is a captain in the quartermaster's corps of the army, and has been in the service since June 1.

At a meeting of the directors of the Board of Trade held Jan. 23 John Lofgren was re-appointed registrar; T. C. Barker, official grain market reporter; F. B. Tompkins, chief grain inspector; Herbert Fox, ass't chief grain inspector; Clay Johnson, supervisor of weights and scale inspection; and Logan Collyer, traffic mgr.

Turner-Hudnut & Co., who were located at Pekin for 24 years, have moved to this city and are now occupying offices in the Chamber of Commerce Building. At Pekin the firm bot considerable grain on the local Board of Trade, and believed that by moving they could better handle the business. The firm will continue to specialize in Eastern export business.

Pres. Homer H. Dewey of the Board of Trade has announced the appointment of the following com'tes for the ensuing year: Finance, C. C. Miles, J. M. Van Nuys, A. W. Harwood; Inspection, Louis Mueller, A. G. Tyng, C. L. Bowman, A. H. Kanne, E. R. Murphy; Transportation, W. T. Cornelison, A. G. Tyng, A. C. McKinley, Louis Mueller, L. H. Murray, T. A. Grier, J. H. Ridge, Wm. Stacy, W. S. Miles; Rules and Regulations, A. G. Tyng, A. W. Harwood, L. H. Murray; Rooms and Furniture, J. M. Van Nuys, Louis Mueller, E. R. Murphy; Statistics and Accounts, E. R. Murphy, J. M. Van Nuys, T. A. Grier; Weights and Measures, L. H. Murray, A. G. Tyng, J. M. Van Nuys; Market Reports, G. L. Bowman, A. W. Harwood, A. G. Tyng; Membership, T. A. Grier, Louis Mueller, C. C. Miles, W. T. Cornelison, L. H. Murray; Regular Warehouses, A. W. Harwood, G. L. Bowman, C. C. Miles; Registration, A. C. McKinley, A. H. Kanne, T. A. Grier; Call Board, G. L. Bowman, A. W. Harwood, C. C. Miles.

## CHICAGO NOTES.

L. L. Smith, a former member of the Board of Trade, died Jan. 23 of pneumonia.

James E. Bennett & Co. have opened a branch office on the ground floor of the Insurance Exchange Building.

The rate of interest on advances on Bs/L for the month of February has been fixed at 6% per annum by the finance com'te of the Board of Trade.

C. S. McKinstry, who has been with the Armour Grain Co., and who was formerly engaged in the grain business in New York, has resigned his position here and returned to New York.

At a special meeting of the directors of the Board of Trade it was voted that trading in corn for January delivery should cease Jan. 24, and that a com'te should be appointed to establish a settling price on open contracts.



The com'te appointed to fix a settling price for contracts for January corn which were open when trading in that future was ordered stopped agreed upon \$1.28 as a fair price for the liquidation of those contracts.

A further extension of time to Feb. 15 has been granted members of the Board of Trade in which to make returns to the collector of internal revenue as to the business which they have transacted. It is said that this is the last extension of time that will be granted.

It has been announced at the Board of Trade that those in the grain trade who are deprived of heat and light in their offices during heatless days should communicate with Sec'y John R. Mauff. Many members having offices outside of the Board of Trade Building have received notice that no heat or light will be furnished Mondays.

In a recent circular sent to members of the Board of Trade by Sec'y John R. Mauff by order of Pres. A. Stamford White the members were cautioned against giving out any information relative to grain and grain prices, either locally or at interior points, that cannot be substantiated. Notice is given that all news of doubtful character will be investigated and the rules invoked whenever necessary.

At a conference held Feb. 5 between officials of the state grain inspection dep't, the grain com'te of the Board of Trade, and others, it was decided that free time shall be given to grain receivers. They now have from 9 o'clock in the morning of one day until the end of the next day for cars that are bulletined by 9 a. m. on the day of arrival. The railroads are to bulletin the cars for the inspectors.

The action of the directors of the Board of Trade in stopping trading in January corn on Jan. 24 is said to have been due to the fact that it was so close to the maximum price there was little opportunity for action, particularly as selling was discouraged by the big premiums prevailing for cash corn. Only a big movement can reduce these premiums, and there was no possibility of such a movement during the few remaining days of the month.

L. C. Dillon, Sr., has applied for membership in the Board of Trade. Bowne S. Koehler, Douglas M. Stevens, Nils E. Anderson, Alex C. Harsh, Jesse H. Ridge and G. T. McClean have been elected to membership, and the memberships of E. L. Ray, W. A. Thomas, the estate of Trave Elmore, Arthur M. Lucius, William E. Ward and Julian A. Ripley have been posted for transfer. The last reported sale was at \$3.875, a fair increase over the last previous sale.

The following com'te has been appointed by Pres. A. Stamford White of the Board of Trade to co-operate with the Maximum War Savings Club of Illinois in promoting the sale of war saving certificates and thrift stamps: John H. Jones, chairman; H. E. Schwartz, Edward A. James, Fred H. Paddelford, Eugene L. Merritt, Harry B. Shaw, John F. MacKenzie, W. O. Saunders, Joseph Simons, J. J. Badenoch, Arthur G. Delaney, Arthur F. Lindley.

The following ruling of the to-arrive grain com'te was concurred in by the directors of the Board of Trade at a recent meeting: In order to be free of tax, every such sale or agreement of sale must expressly require delivery within a period of not more than 20 days from date of sale or agreement. In conformity with the rules of the Board of Trade and in conformity with the resolution of the directory of the Board of Trade, dated Oct. 30, 1917, war revenue taxes should be assessed against the seller or shipper in the case of grain sold to-arrive on all transactions, delivery beyond 20 days, except such to-arrive transactions as are made basis track shipping point—shipping point terms. That such war taxes are paid by the Chicago agt. of the shipper should be shown as one of the regular

charges on each account purchase or account sale.

## INDIANA

Hartford, Ind.—Chas. E. Call is now in charge of the elvtr. of R. D. Carpenter as mgr.

South Bend, Ind.—The local office of Noyes & Jackson, of Chicago, has been discontinued.

Indianapolis, Ind.—Sec'y C. B. Riley of the Indiana Grain Dealers Ass'n has recently been quite ill.

Trafalgar, Ind.—The Trafalgar Elvtr. Co. will begin work on its new elvtr. as soon as the weather will permit.

Indianapolis, Ind.—The Baker Elvtr. & Mill Co., an Illinois corporation, has withdrawn from business in this state.

Evansville, Ind.—The National Hay & Grain Co. has filed preliminary certificate of dissolution of its incorporation.

Stewart, Ind.—Henry Bong succeeded me as agt. for F. R. Pence Jan. 14, at which time I was transferred to Tab.—C. J. Hile, Tab.

Lincoln, Ind.—We are out of the grain business, having sold our elvtr. to the Lincoln Grain Co., for which Hugh McCorkle is mgr.—Watkins & Cripe.

Frichton, Ind.—The elvtr. of Walker & Barr has been sold to the Farmers Union. The new owner closed the house and it is not being operated at present.—X.

Stron, Ind.—A. C. Hutchins has traded his elvtr. to Perkins Bros. for a farm. The new owner has taken charge, but Mr. Hutchins will remain here until spring.

Tab, Ind.—I have been transferred to this place from Stewart, where I was agt. for F. R. Pence, and succeeded John Byrne as agt. for Mr. Pence here.—C. J. Hile.

Laketon, Ind.—This company has received its new charter giving it authority to increase its capital stock from \$10,000 to \$40,000.—Farmers Elvtr. Co., Ora E. Williams, mgr.

Evansville, Ind.—We have completed plans for a hay and grain warehouse but will not let contract at present high prices of material.—Independent Hay & Grain Co., J. K. Jennings, pres.

Yeddo, Ind.—The Farmers Grain Co., which recently bot the elvtr. of the Glasscock Grain Co., has been incorporated with capital stock of \$12,000. Incorporators, Sylvester H. Ewell, Troy C. Glasscock and others.

Ligonier, Ind.—E. D. Smith, who was formerly county recorder, and who retired Jan. 1 intending to become mgr. for the Farmers Elvtr. Co., has made other plans and is now connected with an automobile sales agency.

Frankfort, Ind.—What is believed to have been an attempt to set fire to the elvtr. of the J. F. Sims Grain Co. was discovered one night recently by a special watchman. Several bread boxes had been fired in a car immediately next to the elvtr.

La Porte, Ind.—E. R. Adams, of Rolling Prairie, has bot the elvtr. known as the Calkins Elvtr., which was sold by J. S. Calkins to the La Porte Grain & Electric Co. in May, 1917. Mr. Adams has placed the elvtr. in operation with John Breese as mgr.

Lawrenceburg, Ind.—The Lawrenceburg Roller Mills Co. is preparing to install additional machinery in the warehouse which it operates in connection with its elvtr. and mill for grinding corn and rye. The addition is to have capacity of 700 bbls. per day.

Crawfordsville, Ind.—The Crabbs, Reynolds, Taylor Grain Co. has bot the Knights of Pythias building and will convert it into an up-to-date office building. It is a 3-story building and has been in the hands of the receiver for several months.

Kempton, Ind.—The elvtr. and mill of the Kempton Grain Co. has been purchased by A. B. Cohee, of A. B. Cohee & Co., Frankfort, and Chas. N. Clark, of Whitestown. Mr. Clark will remove to this place and take charge of the business. The capacity of the elvtr. is 150,000 bus.

Greentown, Ind.—The Studabaker Grain & Seed Co., of Bluffton, has bot the elvtr. of John Holliday & Son. Possession will be given Mar. 1, and the new owner will operate the house, in connection with its other stations on the T. St. L. & W., from the Bluffton office. Nat P. Claybaugh made the deal.

Rosedale, Ind.—Leslie O. Cox has bot the elvtr. of G. W. Ross, and will conduct the business, retaining John N. Boatman to assist him. The property was owned, until a few weeks ago, by the Phillips & Ross Grain Co., but Mr. Ross purchased the interest of his partner, E. A. Phillips, and has now himself retired from the business.

Lafayette, Ind.—This company, which was recently incorporated, purchased the plant formerly operated by the Lafayette Hominy Mills. We have a daily capacity of 4,000 bus. of corn and will manufacture corn flour, grits, meal and hominy feed. J. A. Lancaster is pres. and R. B. Lancaster sec'y and treas. of the company.—Lafayette Corn Flour Mills.

The following shippers have been elected to membership in the Indiana Grain Dealers Ass'n: W. R. Owens, Montmorenci; the Hardin Grain Co., Fortville; C. E. Bash & Co., Huntington; Beach & Somers, Albany; C. E. Nading, St. Louis Crossing; Kennedy Bros., Templeton; J. S. Sellars, Crawfordsville; the Sturgeon Grain & Coal Co., Muncie. One receiver, the Evans Mfg. Co., Indianapolis, has also been elected to membership.—Chas. B. Riley, sec'y.

The board of mgrs. of the Indiana Grain Dealers Ass'n has re-appointed Chas. B. Riley as sec'y and Bert A. Boyd, Indianapolis, as treas. of the Ass'n. The appointment of the following com'tes has also been confirmed by the board: Arbitration, O. J. Thompson, Kokomo; C. A. Ashpaugh, Frankfort; M. Y. Cassel, Dayton; J. M. Brafford, Indianapolis; J. S. McDonald, New Albany. Legislative, P. E. Goodrich, Winchester; T. A. Morrisson, Kokomo; J. W. Sale, Bluffton. Com'te on weights and scales, T. C. Crabbs, Crawfordsville; H. W. Reimann, Shelbyville; W. H. Alman, Pendleton. At its recent annual meeting at Indianapolis the Ass'n authorized the appointment of a com'te to act for the Ass'n in matters which come up for consideration between it and the Food Administrator's office, and this com'te, to be known as the Food Administration Conference Com'te, has been appointed. The members are: C. B. Jenkins, Noblesville, E. W. Hutchinson, Arlington; Robert W. Barr, Chalmers.

## IOWA

Carroll, Ia.—The Farmers Co-operative Co. will install an automatic scale in its elvtr.

Sac City, Ia.—The local office of E. W. Wagner & Co., of Chicago, has been closed.

Craig, Ia.—The elvtr. of the Farmers Elvtr. Co. is now being guarded at night by watchmen.

Corwith, Ia.—Peter Hattersheid, for 25 years engaged in the grain business here, died recently.

Stout, Ia.—A new engine has been installed in the elvtr. of the Independent Grain & Lbr. Co.

Carson, Ia.—The 20,000-bu. elvtr. of J. H. Fort has been completed and is now ready for operation.

Winthrop, Ia.—The elvtr. of John Reidy has been bot by the recently organized Winthrop Elvtr. Co.

Thor, Ia.—Knute Hanson has removed to Forest City, where he is mgr. for the Farmers Elvtr. Co.



Fort Dodge, Ia.—The Quaker Oats Co. is enlarging its corn drying plant, making its capacity 750 bus. per hour.

Grinnell, Ia.—B. E. Edwards has been re-employed as mgr. for the Farmers Elvtr. Co. at an increased salary.

Garrison, Ia.—P. M. Mettlin was re-elected mgr. for the Farmers Lbr. & Grain Co. at the recent annual meeting.

Forest City, Ia.—Knute Hanson, formerly of Thor, has succeeded T. E. Jacobson as mgr. for the Farmers Elvtr. Co.

Varina, Ia.—A broken head shaft at the elvtr. of R. B. Lacey necessitated a temporary shutdown for repairs recently.

Fostoria, Ia.—I was formerly with the Fostoria Elvtr. Co., but am now agt. for the Hunting Elvtr. Co.—L. H. Bleeker.

Belmond, Ia.—John Johnson, who has been grain buyer for the Hynes Elvtr. Co., died recently in a hospital at Iowa City.

Rolfe, Ia.—Manly C. Brown, who was formerly engaged in the grain business at this place, died recently in a hospital at Cherokee.

Kesley, Ia.—Our elvtr. is new, having only recently been completed and placed in operation.—Farmers Elvtr. Co., Ben Papkes, mgr.

Malcom, Ia.—At the annual meeting of the Farmers Elvtr. Co. H. N. Bookman was re-elected mgr. for another year at an increase in salary.

Cedar Rapids, Ia.—The Iowa Farmers Grain Dealers Ass'n voted at its recent convention in Fort Dodge to hold the next meeting here in January, 1919.

Brandon, Ia.—The Eclipse Lumber Co. has bot the lumber business of the Brandon Farmers Elvtr. Co. There has been no change in the grain business.

Lamoni, Ia.—The Farmers Elvtr. Co. contemplates erecting an elvtr. to replace its house which burned recently, and the contract probably will be let soon.

Buffalo Center, Ia.—Dan Kelley, formerly mgr. for the Farmers Elvtr. Co., has bot the elvtr. of G. F. Hock at Elkton, S. D.—L. L. Druley, Prescott, Wis.

Green Mountain, Ia.—C. Swanson, an employe of the Farmers Elvtr. Co., had the misfortune to break an ankle while unloading a car of lumber recently.

Wyman, Ia.—I have sold my recently completed elvtr. to the Wyman Supply Co., a farmers organization. Possession was given Feb. 1.—Pauley T. Brown.

Dike, Ia.—Farmers in this community have organized the Farmers Co-operative Co. to deal in grain and other products. The company contemplates buying or building an elvtr.

Hughes sta. (Eldora p. o.), Ia.—The elvtr. of the Farmers Elvtr. Co. has not been sold to E. Froning, of Eldora, but it has been leased to him and I am in charge of the business for him at present.—G. A. Lynk.

Dow City, Ia.—John Ahart is building a studded elvtr. of 12,000 bus. capacity on the Illinois Central Ry. He will have it completed some time next spring.—H. G. Scott.

Sheldon, Ia.—At the recent annual meeting of the Farmers' Co-operative Ass'n L. A. White was re-elected mgr. for another year, provided he is not called for army service with the next draft.

Bennett, Ia.—We have bot the elvtr. of the Farmers Elvtr. Co. This company has been incorporated, and J. F. Duvall is pres., B. Regennitter, vice-pres., and P. Duvall, sec'y.—Duvall Grain Co.

Walnut, Ia.—At the recent annual meeting of the Walnut Grain Co. G. W. Adams was elected pres., and P. H. O. Hagge, sec'y-treas. The company contemplates erecting an elvtr. in the spring.

New Liberty, Ia.—We have bot the elvtr. of the Farmers Elvtr. Co. This company has been incorporated, with J. F. Duvall as pres., B. Regennitter, vice-pres., and P. Duvall, sec'y.—Duvall Grain Co.

Rhodes, Ia.—J. L. Shearer has traded his elvtr. to Ellis Trilby for a farm near this place. Mr. Trilby has taken possession of the elvtr. and is now conducting the business.

Wallingford, Ia.—The Farmers Elvtr. Co. has bot a lumber yard, and will conduct the business with J. H. Morrice as mgr. A. H. Pierson will continue as mgr. of the grain business.

Ankeny, Ia.—Edwin R. Wagner, who has been ass't cashier of the bank of Ankeny, has resigned that position and will devote his entire time to the management of the elvtrs. of the Wagner Grain Co. at this place and Enterprise.

Emerson, Ia.—We are repairing and remodeling our elvtr., putting in a new leg and repairing the other, installing 2 Hall Signalling Distributors, and changing the arrangement of our main shaft to eliminate all gears. C. W. Bailey has the contract.—Gund & Sien.

Pocahontas, Ia.—This company has been reorganized, the capital stock being increased from \$10,000 to \$50,000. J. A. Crummer is pres., J. H. Allen treas., and P. D. Richards sec'y and mgr.—Pocahontas Grain Co., P. D. Richards.

Page Center, Ia.—A farmers organization with capital stock of \$25,000 has been formed to handle grain and other farm products, and to sell feed, coal and other supplies. A. C. Standage is pres., and C. F. Dugan sec'y of the company.

Essex, Ia.—At the recent annual meeting of the Farmers Co-operative Exchange the following officers were elected: Pres., C. O. Peterson; sec'y, Martin Sar. The company plans to increase its capital stock from \$10,000 to \$25,000.

Des Moines, Ia.—A cablegram received from Captain Robert Harper, son of R. W. Harper, of the firm of Harper & Sons, announces his safe arrival in France. Capt. Harper is connected with the quartermaster's corps of the army and has supervision of truck and automobile tires for use in France.

Des Moines, Ia.—The Buro of Markets has established a grain and hay market reporting office in the old federal building. It will be in charge of Peter Peterson, formerly of Council Bluffs. The service is for the central portion of the state, the eastern and western portions being served by Chicago and Omaha, respectively.

Pierson, Ia.—Charging that William Guttenburg, while mgr. for the Farmers Elvtr. Co., overdraw his salary, overpaid his clerk, dealt in futures and failed to make deliveries, directors of the company have filed suit in district court to recover \$3,141.37, claimed to be the amount lost by the company thru Mr. Guttenburg's acts. In their petition the directors state that Mr. Guttenburg allowed himself \$1,375 yearly salary instead of \$1,250; that he paid his clerk \$75 per month instead of

\$65; that he dealt in futures and left 4,000 bus. of corn and 4,000 bus. of oats unaccounted for when he left the company's employ; and that on 3 occasions he failed to fill grain sales, which were filled later at added loss to the company.

Coon Rapids, Ia.—The door of the elvtr. of the Farmers Elvtr. Co. was found unlocked recently, and an investigation disclosed the fact that an attempt had been made to burn the plant by starting a fire near the roof of the annex. The fire had been kindled on a 4x6 timber, which was covered with dust, and had burned itself out without doing more damage than to char the board.

Burlington, Ia.—Clyde Collenbaugh, an employe at a local elvtr., was injured recently when he stepped between 2 cars that were being loaded at the time that the cars were pushed together. The fleshy part of his thigh was caught between the couplers of the cars, and these had to be pried apart in order to release him. He was removed to a hospital, where his wounds were dressed and an operation performed to tie the torn ligaments.

Blencoe, Ia.—The plant of the Updike Grain Co. had a narrow escape from destruction Jan. 11 when a fire which caused \$400 damage occurred in the detached building which is used for the office and engine room. The fire started in the south end of the building, and it is supposed to have been caused by an overheated exhaust pipe. Prompt action by the volunteer fire dept extinguished the fire before it had reached the elvtr. building.

Odebolt, Ia.—A. C. Petersmeyer has sold his pop corn cribs and elvtr. to Rueckheim Bros. & Eckstein, of Chicago. Mr. Petersmeyer will continue to handle grains other than pop corn, and he will be mgr. for the new owner of the pop corn plant. J. J. Roche will be his assistant. Rueckheim Bros. & Eckstein have been incorporated in this state with capital stock of \$100,000. Incorporators are Fred W. Rueckheim, Sr., Louis Rueckheim, H. G. Eckstein and others.

## SIoux CITY LETTER.

Harry E. Scott, of Omaha, has been admitted to membership in the Board of Trade.

The Board of Trade will move into its new quarters in the Grain Exchange Building about Mar. 4. The 5th and 6th floors will be given over to grain dealers. On the 6th floor will be the trading room, telegraph offices, inspection and weighing dep'ts, and some offices of dealers, while the 5th floor will be used for office purposes by other dealers.

The directors of the Board of Trade, at a meeting held Jan. 23, adopted the following rule: In order to have a uniform practice among the members of the Board of Trade, on all sales made f. o. b. shipping point, unless otherwise agreed, it shall be the duty of the buyer to pay the war tax on freight, while in all sales made f. o. b. destination it shall be duty of the seller to pay the war tax.—Jas. C. Mulaney, sec'y Board of Trade.

Pres. H. J. Hutton of the Board of Trade has appointed the following standing com'tes for 1918: Appeals, C. J. Zeller, J. J. Mullaney, W. H. Harter, G. F. Weld and William Slaughter; Arbitration, D. Webster, C. C. Flanley, H. H. Dwight, Paul Ketels and E. A. Fields; Finance, H. J. Hutton, M. King and W. H. Harter; Grain, W. H. Hunting, C. C. Flanley, W. H. Harter, F. L. Eaton, D. Webster, E. A. Fields and M. King; Discount, J. J. Mulaney, D. Webster and C. J. Zeller; Elevator, M. King, H. J. Hutton and C. C. Flanley; Elevator Registrar, M. King, H. J. Hutton and W. H. Harter; Alleged Violation of Rules, W. H. Harter, C. J. Zeller, W. H. Hunting and C. J. Furst; Transportation, F. L. Eaton, F. M. Pelletier, J. L. Browne, Frank Gard and William Slaughter; Membership, D. Webster, W. H. Hunting and H. S. Nevelier.



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## KANSAS

Bird City, Kan.—The Equity Union has bot the elvtr. of Jennings & Roller.

Alma, Kan.—Paul Johnson is now agt. for the Derby Grain Co.

Sylvia, Kan.—I am now agt. for the Kansas Grain Co.—D. E. Roseberry.

Newton, Kan.—The excavation is nearing completion for the mill and elvtr. of the Goerz Mlg. Co.

South Haven, Kan.—I have leased my elvtr. to the Stevens-Scott Grain Co., of Wichita.—Chas. E. Miller.

Smith Center, Kan.—The Farmers Elvtr. Co. will take down its elvtr. and replace it with an up-to-date plant.

Nettleton, Kan.—J. R. Nelson, formerly agt. for the Kansas Flour Mills Co., has removed from this place.

Hill City, Kan.—Jason Griffith has resigned his position as mgr. for the Farmers Union Elvtr. Co.

Belpre, Kan.—A. B. Dougan has leased the elvtr. of the Larabee Flour Mills Corporation and is now operating it.

Rager, Kan.—I. B. Shepard will build a new elvtr.—The Norton Co-operative Ass'n, S. Steffel, mgr., Norton, Kan.

Hardtner, Kan.—Ernest Watson will remove to Capron, Okla., where he will be mgr. for the Farmers Grain & Coal Co.

Hudson, Kan.—The elvtr. which the Rea-Patterson Mlg. Co. bot last fall has been placed in operation with C. W. Henry as mgr.

McPherson, Kan.—We understand that the Farmers Elvtr. Co. contemplates installing a Midget Marvel Mill.—Inman Farmers Elvtr. Co., Inman.

Oketo, Kan.—The Oketo Mlg. & Elvtr. Co. has installed a motor to operate its elvtr., which has formerly been driven by an overhead cable from the mill.

McCracken, Kan.—The elvtr. for which the Farmers Elvtr. Co. recently let contract to the White Star Co. has been completed and is now in operation.

Ashland, Kan.—The Ashland Grain Co. has completed the elvtr. for which it recently let contract to the White Star Co., and has placed the plant in operation.

Byers, Kan.—James Reedy, an employe in the elvtr. of the Byers Equity Union, was burned recently when an explosion occurred in the engine room at the elvtr.

Winfield, Kan.—This company is now a part of the Consolidated Flour Mills Co., of Hutchinson, but our business will be conducted under the same name as formerly.—The Winfield Flour Mills.

Ray, Kan.—I have resigned my position as mgr. for the Farmers Grain & Supply Co., and expect to go into another line of work. My successor has not been chosen but there are several applicants.—L. H. Thorp.

Salina, Kan.—The new mill and elvtr. of the Weber-Freeman Mlg. Co. is nearing completion. The buildings have been finished, and machinery is now being installed. The plant will be ready for operation within a few weeks.

Star Valley, Kan.—J. N. Baugher, mgr. for the Kelso Grain Co., was instantly killed recently when a rifle bullet fired by his son pierced his heart. The shooting was accidental as Mr. Baugher stepped in front of the rifle just as the son fired it.

Penalosa, Kan.—The Farmers Co-operative Union has purchased a site upon which it will erect a 3-story mill, to be operated in connection with its elvtr. A building com'te, consisting of Ras. Foteet, Lon Lawson and John Duncan, has been appointed.

Inman, Kan.—We will build a large up-to-date office, and will install motors, a cleaner and a grinder in our elvtr. We may also install a Midget Marvel Mill but have made no definite decision about the

matter.—Inman Farmers Elvtr. Co., G. A. Flaming.

Lyons, Kan.—The interest of L. B. Young in the Lyons Mlg. Co. has been bot by M. B. McNair, sec'y of the company. In addition to the mill and elvtr. at this place the company operates an elvtr. at Burrton.

Cummings, Kan.—The recent report that a new engine had been installed in our elvtr. is not correct. There is no new construction or repair work to be done here at present.—Good & Barber, W. H. Good, mgr.

McPherson, Kan.—Dorothy Maurine Allison, the daughter of Mr. and Mrs. Benjamin A. Allison, of this city, was married Jan. 29 to Frank Y. O'Bannon. Mr. O'Bannon is mgr. of The O'Bannon Co., grain and seed dealers, Claremore, Okla.

Fort Scott, Kan.—The Brooks Wholesale Co. has let contract to the White Star Co. for the erection of an elvtr. and warehouse. The equipment will include electric motors, automatic scales, spiral conveyor and White Star Special Elvtr.

North Topeka, Kan.—We have purchased the Central Mills of J. B. Billard. The plant has an elvtr. capacity of some 60,000 bus., grinds corn meal, rye, whole wheat and buckwheat flour. Within the near future we expect to increase the capacity of the plant, especially in corn meal.—The Derby Grain Co., F. A. Derby, pres., Topeka.

Ludell, Kan.—Henry Von Engeln contemplates erecting an elvtr. on his farm for handling the grain which he grows. The elvtr. of Jennings & Roller has been closed, and Francis Miller, who was mgr., has left for an indefinite period. I have been retained as mgr. for the Ludell Equity Co-operative Exchange for 6 months longer.—J. C. Von Engeln.

Caldwell, Kan.—As recently reported, the Hutchinson Flour Mills Co., of Hutchinson, the Winfield Flour Mills Co., of Winfield, and this company, have been consolidated, and the combined corporation is known as the Consolidated Flour Mills Co. The capital stock is \$300,000, and the incorporators are L. B. Young, J. W. Burns, R. L. Burns, Fred F. Burns and Bruce F. Young. For the present the 3 plants will be operated just as they always have been, but the intention is eventually to combine the selling for the 3 mills in one office.—Border Queen Mlg. Co., Bruce F. Young, sec'y.

## WICHITA LETTER.

Thad. Hoffman, mgr. of the grain dep't of the Kansas Flour Mills Co., and an associate have purchased the business of the Anti-Automobile Thief Ass'n.

J. R. Harold, who has been chief clerk in the office of the Milling Division of the Food Administration Grain Corporation at Kansas City, has resigned his position and will remove to this city to become mgr. of the grain dep't of the Red Star Mlg. Co.

## KENTUCKY

Richmond, Ky.—John Allen, who was sec'y and treas. of the Zaring Grain & Mlg. Co., has sold his interest to Allen Zaring, who now owns almost the whole of the business.

Kevil, Ky.—This company entered the grain business in November, 1917. We handle grain in carlots, and have storage capacity for 8 cars on the Illinois Central Railroad.—Kevil Grain & Coal Co., C. L. Myers, mgr.

Louisville, Ky.—Ballard & Ballard have bot the plant of the F. Raidt Mlg. Co. The plant was established about 50 years ago by F. Raidt, and the business is now conducted by his son, J. W. Raidt, who is pres. of the company, and his grandson, A. L. Raidt, who is sec'y and treas. They will remain in charge of the plant for Ballard & Ballard.

## LOUISIANA

## NEW ORLEANS LETTER.

The Public Elvtr. of the Board of Port Commissioners will be completed in about 30 days.—C. F. Sanford, Supt.

John H. Cox, who has been federal grain supervisor at Pittsburgh, Pa., has been transferred to this city and placed in charge of the supervisor's office here.

Mrs. Charles T. Brace, a sister of W. L. Richeson, formerly chief grain inspector for the Board of Trade, and now local agt. for the Wheat Export Co., will go to France to serve with the National Women's War Council.

John B. Sanford has resigned his position as ass't chief grain inspector and weighmaster of the Board of Trade and retired to enter private business Jan. 31. He has been succeeded by T. C. Robinson, who has been connected with the weighing dep't of the Board of Trade since its organization several years ago.

When Nicholas Rauch, bin foreman at the Public Grain Elvtr., was lowered into one of the bins at the elvtr. by a sling operated by a hand winch for the purpose of getting a sample of the grain he encountered gases, generated by the slowly fermenting grain, that strangled him. The men who were operating the winch saw his difficulty and attempted to raise him to the top of the bin; but he fell from the sling and his neck was broken in the 40-ft. drop which he suffered. John W. Wilkie, a grain inspector at the elvtr., volunteered to descend to fasten a rope around Mr. Rauch's body for the purpose of lifting him to the top of the bin, and Mr. Wilkie, too, was overcome by the gas, altho he was resuscitated and is not believed to be any the worse off for his experience. This is the first accident of this kind which has happened in the experience of local elvtr. men, and Mr. Sanford, sup't of the elvtr., is making an investigation to learn the exact cause.

## MARYLAND

## BALTIMORE LETTER.

James T. Everett has applied for membership in the Chamber of Commerce.

The Wheat Export Co. has taken a suite of offices in the Chamber of Commerce Building.

Geo. P. Hager, of C. J. Landers & Co., has applied for membership in the Chamber of Commerce.

Walter Trappe, who has been local mgr. for the Norris Grain Co., has been transferred temporarily to the New York office.

Geo. S. Harlan and S. T. Stackpole have been admitted to membership in the Chamber of Commerce, and the memberships of Golder Shumate and W. S. Franklin, Jr., have been transferred.—James B. Hessong, sec'y.

The directors of the Chamber of Commerce met Jan. 30 and elected the following officers for the ensuing year: Pres., Wm. H. Hayward; vice-pres., Ferdinand A. Meyer; sec'y-treas., James B. Hessong; executive com'te, Eugene Blackford, chairman, A. R. Dennis, J. Barry Mahool, Chas. J. Landers and Frank S. Dudley.

The annual meeting of the Chamber of Commerce was held Jan. 29. Pres. Jas. C. Legg submitted his 2nd annual report, which was also the 63rd yearly review of the affairs of the Exchange. The following 5 members of the board of directors were elected: Eugene Blackford, C. P. Blackburn, Frank S. Dudley, Wm. H. Hayward and E. F. Richards.

Jas C. Legg, retiring pres. of the Chamber of Commerce, gave a dinner on the evening of Feb. 2 to the former presidents of the Chamber, the sec'y and traffic mgr., and the members of the board of directors who have served with him during his 2 terms as pres. He was presented with a silver salad dish and 12 silver salad forks.



the dish being inscribed with the names of the donors.

## MICHIGAN

Bad Axe, Mich.—The elvtr. of the Bad Axe Grain Co. was burned Jan. 28 with loss of \$20,000.

Ithaca, Mich.—We are installing 5 individual motors in our elvtr.—Ithaca Gleaner-Farmers Elvtr. Co., C. W. Miller.

Kent, Mich.—The Farmers Co-operative Shipping Co. has bot the grain, coal and livestock business of Riggs Bros. and will conduct the business in the future.

Detroit, Mich.—Sam. Duxbury, who has been with H. C. Hobart & Son for several years, has resigned his position to become connected with the Burdick-Thomas Co.

Durand, Mich.—The interest of C. E. Ackerman in the Durand Farmers Elvtr. Co. has been bot by E. C. Roberts and E. Judson, who now have full control of the business.

Jackson, Mich.—Wright Bartlett, Grant Wheaton, Clayton Heath and Vearl Hemminger, former employes of the J. E. Bartlett Co., are now in France serving with the army.

Atwater sta. (Bad Axe p. o.), Mich.—The office building at the elvtr. of the Farmers & Gleaners Co-operative Co. burned Jan. 26, the building and its contents being entirely destroyed.

Emmett, Mich.—The elvtr. of the Emmett Elvtr. Co. caught fire recently, but the efforts of a bucket brigade were successful in extinguishing the blaze, thus saving the elvtr. and the 10,000 bus. of grain which it contained.

Chelsea, Mich.—The Wm. Bacon-Holmes Co. has enlarged the mill which it operates in connection with its elvtr. from 75 bbls. to 125 bbls. capacity, and a 30-bbl. rye mill has been purchased. The plant is operated by electric power.

Saginaw, Mich.—The United States Distribution Co. incorporated to do a brokerage business in grain and allied lines; capital stock, \$100,000, one-half subscribed; incorporators, John H. and John P. Nikodemus, E. Kline Linton and Charles E. Linton.

Gobleville, Mich.—We have no elvtr. at present, but will have one, with a feed mill in connection, soon. Will handle grain and all kinds of feeds. D. E. Rich is pres., Geo. Fritz, sec'y., and E. J. Fritz, mgr. of this company.—Farmers Co-operative Ass'n.

Fairgrove, Mich.—The elvtr. and 1 warehouse of F. H. Richardson & Co. was destroyed by fire Jan. 16. The fire originated in the warehouse and extended to the elvtr. Its cause is unknown. The loss on the building is \$15,000, and that on contents is not known.

Caledonia, Mich.—Preliminary plans for organizing a co-operative elevator company to deal in grain and other commodities have been made by farmers in this community. It is proposed to capitalize the company at \$15,000. H. G. Smith, county agricultural agt., attended the meeting which was held recently.

Grand Rapids, Mich.—Local grain and bean dealers are arranging for the organization of the Grand Rapids Grain Exchange. An organization com'te, consisting of William S. Rowe, chairman, John H. Wiggins and Frank A. Voight, has been appointed. The bean dep't com'te consists of F. E. Lewellyn, chairman, M. Walton and William H. Tausend.

Ishpeming, Mich.—Harvey Bilkey and Sigurd Lund, employes at the warehouse of the Hewitt Grain & Provision Co., had just stepped off the freight and passenger lift at the top floor of the company's building recently when the cable broke and the lift dropped 70 feet to the basement. One end of the cable itself missed Mr. Lund's head by so small a margin that it fanned his cheek. The men had used the lift to carry a load of straw to the top of the building, and it

was empty and stationary when the accident happened.

Port Huron, Mich.—The recent report in the Journal that C. O. Mohler had become mgr. for the Michigan Bean Co. caused many of the writer's friends to think that I had discontinued my connection with it. At the recent meeting of the Michigan Bean Jobbers Ass'n at Detroit I was surprised to find that so many had gained that impression. Mr. Mohler was made sup't of our plant, but I am still on the job as mgr. and expect to be for some time to come; and I have been connected with it since its formation. In fact, I was instrumental in its birth and development.—A. L. Chamberlain, treas. and mgr., Michigan Bean Co.

## MINNESOTA

Madison, Minn.—The elvtr. of the State Elvtr. Co. has been closed.

Hancock, Minn.—I am now agt. for the Northwestern Elvtr. Co.—W. T. Pederson.

New Ulm, Minn.—The New Ulm Roller Mill Co. is installing a 75-bu. per hour drier.

Marshall, Minn.—The Marshall Mfg. Co. is installing a 300-bu. per hour grain drier.

Marietta, Minn.—I have sold my elvtr. to S. M. Maland, who will continue the business.—C. E. Jenkins.

Cloquet, Minn.—We will install an automatic sacking scale and a larger feed grinder.—St. Louis River Merc. Co.

Peterson, Minn.—The Farmers Elvtr. Co. plans to install a stand pipe and hose connections in its elvtr. for fire protection.

Sanborn, Minn.—Gus Neeb has resigned as agt. for the Atlas Elvtr. Co., and has been succeeded by O. C. Zellmer, of Janesville.

Ihlen, Minn.—O. T. Johnson, who is mgr. for the Farmers Co-operative Stock Co., has purchased and will operate the South Elvtr.

St. Paul, Minn.—The Equity Co-operative Exchange has increased its capital stock to \$1,000,000. John M. Anderson is pres., and G. Athiel, sec'y. of the company.

Erewster, Minn.—The Brewster Lbr. Co. incorporated to handle grain, hay, feed, lumber, etc.; capital stock, \$50,000; incorporators, Chas. J. Payne, pres.; Dan H. Connor, sec'y.

Madison, Minn.—The Madison Farmers Merc. & Elvtr. Co., which operates an elvtr. here has been incorporated. Capital stock is \$25,000; the incorporators being O. J. Ely, sec'y, and others.

Redwood Falls, Minn.—The report that our elvtr. had been destroyed by fire is not correct. So far as we know no elvtr. fire has occurred in this locality.—Redwood Falls Farmers Elvtr. Co.

Danube, Minn.—The building com'te of the Danube Farmers Elvtr. Co. is considering plans for the erection of an elvtr. to replace the one destroyed by fire Dec. 30.

Lake City, Minn.—We are building a new tile, brick and steel cleaning house. Will move our cleaning machinery out of our mill, and install enuf new mill machinery to increase our capacity to 1,200 bbls.—Tennant & Hoyt.

Armstrong, Minn.—The stockholders of the Armstrong Live Stock, Grain & Fuel Shipping Ass'n completed the organization of the company at a recent meeting, electing Geo. Tavis, pres., Alfred Kueth, sec'y., Ben Whittemore, mgr.

Bemidji, Minn.—This company, which was recently incorporated with capital stock of \$10,000, has succeeded a co-partnership of the same name which has operated here for 10 years. Thos. S. Ervin is pres. and George Reis, sec'y.—Beltrami Elvtr. & Mfg. Co.

Winona, Minn.—The Bay State Mfg. Co., which operates a mill and elvtr. here, is building a 5-story brick building, 40x80

feet, for a 1,000-bbl. corn mill. The capacity of its wheat flour mill will be increased to 4,300 bbls. and that of its rye flour mill to 700 bbls. A 500-bu. per hour grain drier is also being installed.

Lake City, Minn.—Farmers of this community held a meeting here Jan. 29 and a com'te, consisting of Wm. Peters, Ole Olson, Paul Gohl, Dan Harney and John Breuer, was appointed to prepare plans for the organization of a co-operative company to deal in grain and other products. The same com'te was also instructed to ascertain if the elvtrs. here can be purchased. The com'te will report at a meeting to be held soon.

Lake Crystal, Minn.—The 300-bbl. mill at this place has been bot by the owners of The Mills of Albert Lea, and Louis Hahn, now ass't mgr. for the company at Albert Lea, will be placed in charge of the newly acquired property. An elvtr. will be built, and the grain bins will be removed from the mill building to give room for increasing the grinding capacity to 600 bbls. The plant has been operated by steam power, but a 300-h. p. electric motor will be installed.

## DULUTH LETTER.

At the recent meeting of the directors of the Board of Trade Clearing Ass'n W. J. McCabe was elected pres., and H. S. Newell, vice-pres.

A. J. Branca has been admitted to membership in the Board of Trade, and the membership of J. L. Mullin has been transferred.—Chas. F. Macdonald, sec'y.

W. A. Jackson, who has been in the employ of the C. St. P. M. & O. Railroad, has been appointed ass't to Julius H. Barnes, pres. of the Food Administration Grain Corporation.

The annual meeting of the Duluth Commission Merchants Ass'n was held recently and the following officers were elected: W. W. Eradbury, pres.; M. M. McCabe, vice-pres.; H. S. Newell, William Gretum and John H. Ball, directors.

## MINNEAPOLIS LETTER.

The Electric Steel Elvtr. Co. is installing a 500-bu. per hour drier in its elvtr.

R. B. McClean, of the R. B. McClean Grain Co., Winnipeg, has bot a membership in the Chamber of Commerce.

George K. Labatt and G. A. Saunders have been admitted to membership in the Chamber of Commerce.—John G. McHugh, sec'y.

A letter has been received from Frank C. Tenney, a member of the Chamber of Commerce who is a 2nd lieutenant in the Army, announcing his safe arrival in France.

Geo. H. Christian, of Geo. C. Christian & Co., died Jan. 19 after an illness of a year. Mr. Christian was in his 79th year, and had been prominent in the Minneapolis grain and milling trades since 1867.

Fred B. Wells, vice-pres. of the F. H. Peavey Co., has been commissioned a major in the quartermaster's corps and appointed director of army storehouses at Washington. Major Wells has been in the government service since Jan. 1.

## MISSOURI

Carrollton, Mo.—We are planning to build an up-to-date elvtr. at this place.—The O. A. Talbott Co., Keokuk, Ia.

Galesburg sta. (Oronogo p. o.), Mo.—Ball & Gunning are erecting a 20,000-bu. elvtr. and a 400-bbl. corn mill in addition to their present elvtr.

Warrensburg, Mo.—The Farmers Clearing House Co. organized to deal in grain and other products; capital stock, \$10,000. C. E. Perry is active in the organization of the company.

Springfield, Mo.—The John F. Meyer & Sons Mfg. Co. has let contract for the machinery for a 500-bbl. corn mill, which it will operate in connection with its elvtr. and flour mill.



Neosho, Mo.—The Neosho Mlg. Co., which operates an elvtr. and mill here, has been ordered by the Food Administration to cease making flour as it has ground its quota of wheat for this crop year.

Holden, Mo.—The Holden Mill & Elvtr. Co., which operates a mill and elvtr. at this place, has received orders from the Food Administrator to close the mill as it has ground its quota of wheat for this crop year.

Green Ridge, Mo.—We have recently purchased the elvtr. and business of the Harriman Elvtr. Co., and will operate the plant, conducting a wholesale and retail grain business.—The Jas. F. Hurley Grain Co., Jas. F. Hurley.

Palmyra, Mo.—The much delayed lumber for the elvtr. of the Farmers Elvtr. Co. has at last arrived and work on the building will be resumed as soon as the weather will permit. It is thought that it will take about 6 weeks to complete it. F. E. Robinson is mgr. for the company.

Dawsonville sta. (Burlington Junction p. o.), Mo.—Having dissolved our partnership in the grain business at Elmo, Ed. M. Adkins will conduct the business at this place under the name of the Ed. M. Adkins Grain Co. He has no elvtr. at present, but may build one later on.—M. M. Adkins.

Galt, Mo.—We have just completed a new mill building to replace the one destroyed by fire last June. The machinery, which consists of corn buhr, feed grinder, cylinder sheller and 3 stands of elvtrs., will be installed as soon as belts and pulleys arrive. Power will be furnished by a 20-h. p. oil engine.—J. O. Keith Mlg. Co.

Mound City, Mo.—The new spur track to the plant of the Mound City Mill & Elvtr. Co. has been placed in use. The building of the switch has been in litigation for some time, and it was constructed under an agreement which binds the Mound City Mill & Elvtr. Co. to pay its cost if the courts decide that the railroad is not required to build the track.

East Lynne, Mo.—The Zook Bros. Grain Co. has let contract to the White Star Co. for the erection of an elvtr. to take the place of the house which is now being taken down. The new house will be complete in construction and equipment, and will include a 20-h. p. engine, automatic scale, friction clutch drives, cleaner, steel manlift, combination sheller and boot, drag feeder, and feed mill.

Elmo, Mo.—My brother, Ed. M. Adkins, and myself, have dissolved our partnership in the grain business and I have taken over this station. I will conduct the business as the Elmo Elvtr. Co. I have awarded contract to W. C. Bailey for an up-to-date elvtr., to be built as soon as the weather will permit. The house is to be iron clad, of short studded construction, and to have capacity of 9,000 bus. Equipment will include a Hall Signaling Distributor, Hall Non-Chokable Boot, 7½-h. p. G. E. Motor, 6-bu. Richardson Automatic Scale, Union Iron Works Manlift and the best bearings thruout. Ed. M. Adkins will conduct a grain business at Dawsonville sta. (Burlington Junction p. o.) under the name of the Ed. M. Adkins Grain Co.—M. M. Adkins.

#### KANSAS CITY LETTER.

Thomson & McKinnon, of Chicago, have opened a branch office in the Board of Trade Building.

E. M. Jolley is now representing the Shannon Grain Co. as cash grain salesman on the Board of Trade.

The Board of Trade has discontinued continuous wire service quotations on the St. Louis future markets.

A cable from Lieut. R. R. DeArmond, formerly with the Russell Grain Co., announces his safe arrival in France.

B. H. Brown, who was formerly a traveling representative for this company, is now in France with the army.—Hall Baker Grain Co.

The Buro of Markets has opened an office of its grain and hay market reporting service in rooms 220 and 223 Produce Exchange Building with A. R. Evans in charge.

Trading in corn for future delivery was ordered discontinued by the directors of the Board of Trade in the last few days of the month, and the settling price for all open contracts was fixed at \$1.28 per bu.

The Grain Clearing Co. of the Board of Trade has elected the following officers for 1918: C. W. Lonsdale, pres.; J. J. Wolcott, 1st vice-pres.; A. G. Moore, 2nd vice-pres.; B. C. Moore, treas.; R. J. Thresher, sec'y.

J. R. Harold, who has been chief clerk in the local office of the Milling Division of the Food Administration Grain Corporation, has resigned his position and will remove to Wichita, where he will have charge of the grain dep't of the Red Star Mlg. Co.

Emmett V. Hoffman, vice-pres. of the Kansas Flour Mills Co., is temporarily associated with the Milling Division of the Food Administration Grain Corporation in the office of James F. Bell, gen'l chairman. W. R. Duerr, sales mgr. for the Kansas Flour Mills Co., will perform Mr. Hoffman's duties during his absence.

The Board of Trade membership of John I. Glover has been posted for transfer to W. W. Young. The consideration was \$5,500, including the transfer fee. This shows a considerable reduction as compared with the last previous sale, which was at \$8,000. Mr. Glover is an old member of the Board of Trade, having retired recently owing to poor health.

The annual meeting of the Kansas City Grain Club was held Jan. 21 and the following officers were elected: Fred C. Hoose, pres.; James N. Russell, vice-pres.; H. A. Gammage, sec'y-treas. Executive com'te: Henry Ismert, F. D. Bruce, S. A. Miller, D. C. Bishop and Paul Uhlmann. A banquet was given at the Kansas City Club, and J. Ralph Pickell, sec'y of the Council of Grain Exchanges, delivered a lecture on "Looping the World in War Time."

#### ST. JOSEPH LETTER.

The Aunt Jemima Mills Co., which is building an addition consisting of 3 concrete grain storage tanks to its plant, has bot 4 acres of land for trackage purposes.

The Washburn-Crosby Mlg. Co. has taken over the old Faucett Mill and Elvtr. Work has been started on the enlarging of the mill from 300 bbls. to 750 bbls. It will be used for manufacturing corn products.

Albert J. Brunswig, Jr., who has been ass't mgr. of the A. J. Brunswig Grain Co., has enlisted in the quartermaster's dep't of the army, and he has been ordered to report at Camp Joe Johnson, Jacksonville, Fla.

#### ST. LOUIS LETTER.

The warehouse of the Paule-Schmidt Grain Co. was damaged recently by fire.

Tilghman A. Bryant is handling a large quantity of seed corn from southeastern Missouri in carlots.

The service flag of the Merchants Exchange which was hung in the Exchange hall Jan. 28 contains 171 stars.

William H. Danforth, pres. of the Ralston Purina Co., will leave in a short time for France, where he will do executive work for the Y. M. C. A.

A cable has been received announcing the safe arrival in France of Ben. S. Lang and W. E. Stewart, who went to do work for the Y. M. C. A.

Zeb Owings, of the Toberman-Mackay Co., has recovered from an operation for appendicitis and has resumed his work on the floor of the Merchants Exchange.

The directors of the Merchants Exchange have voted that Section 12 of Rule 4 be suspended in so far as it may be construed as requiring a charge for sampling.

Powell & O'Rourke have completed additional concrete storage of 110,000 bus. capacity and everything is now ready for a new drier of 1,000 bus. per hour capacity which will be insatiable.

I have made inquiry about the report that the Dock Street Terminal Realty Co. has purchased a site and will build an elvtr., but have been able to ascertain nothing definite.—Eugene Smith, sec'y Merchants Exchange.

## MONTANA

Savoy, Mont.—The Milk River Elvtr. Co. has bot the elvtr. of J. R. Smyth.

Grass Range, Mont.—The Independent Elvtr. Co. incorporated; capital stock, \$10,000.

Wilsall, Mont.—I have sold my elvtr. thru an advertisement in the Journal.—W. C. Goebel.

Savoy, Mont.—The Farmers Equity Elvtr. Co. has been organized with capital stock of \$50,000 and will build an elvtr.

Wilsall, Mont.—H. B. Highum, of Pekin, N. D., is the new owner of the elvtr. formerly owned by W. C. Goebel.

Livingston, Mont.—The Park Mlg. Co. is now installing machinery in the mill which it will operate in connection with its elvtr., and operations will soon be started.

Pablo sta. (Polson p. o.), Mont.—This is a new town on the recently constructed Polson-Dixon division of the Northern Pacific Railroad, and mail should be addressed thru Polson.

Williams, Mont.—F. C. Robertson resigned his position as mgr. for this company and removed to Absarokee. He was succeeded by Geo. E. Pullinan.—Equity Co-operative Ass'n.

Twin Bridges, Mont.—The elvtr. of the Farmers Elvtr. Co. was damaged Jan. 16 by a fire which started in the upper part of the building. The cause of the fire is not known, and it was extinguished with damage of only a few hundred dollars. The house contained considerable grain at the time.

Antelope, Mont.—Wyman Hagen, mgr. for the Farmers Grain & Shipping Co., disappeared recently. It is said that his accounts show a cash shortage of about \$2,500, and that there was also a shortage shown in the cut-off on grain.—Jas. Nelson, agt. Montana & Dakota Grain Co., Reserve.

Great Falls, Mont.—Robert Irwin, of Devon, has gone to Washington to endeavor to have the local grain market made a terminal market by the officials of the Food Administration. The Commercial Club is preparing a brief to be used by Mr. Irwin in support of the city's request.

Great Falls, Mont.—The directors of the Commercial Club have appointed a com'te, consisting of Adam Stimpert, F. J. Gies and Russell Strain to have charge of publicity in connection with the state bond issue for the erection of a terminal elvtr. at this place. The bond issue will be voted on at the next general election.

Geraldine, Mont.—The American Bank & Trust Co., of Great Falls, has commenced suit against the Farmers Elvtr. & Mill Co. asking judgment for \$3,000. It is alleged that the defendant, on Sept. 1, 1917, entered into a contract with the Globe Construction Co. for the erection of an elvtr. and mill building at this place, and that the construction company, being in need of a loan, obtained \$3,000 from the plaintiff on being given an order on the Farmers Mill & Elvtr. Co. for the delivery of a certificate of deposit on a bank in Geraldine. It is further alleged that the defendant subsequently released the construction company from the contract for the erection of the elvtr. and mill and failed to deliver the certificate of deposit to the plaintiff. It is understood that the construction company is now in bankruptcy.



Portage, Mont.—E. P. White, a farmer residing near here, has been arrested charged with forgery. Last October some one took 2 blank checks from the office of the Montana Elvtr. Co., filled them in for \$575.04 and \$491.68, respectively, and signed them with the name of the local agt. for the Montana Elvtr. Co. The checks were deposited in the Stanton Trust & Savings Bank in the name of Howard Johnson, who later drew \$800 of the amount in cash and issued several small checks against the remainder, the small checks being given in payment for merchandise purchased by Johnson at various stores. The merchandise consisted of wearing apparel and a quantity of drugs, and detectives assert that they have found this merchandise in White's house. It also is said that there is a marked similarity between White's handwriting and that of the person claiming to be Howard Johnson in the dealings with the bank.

## NEBRASKA

Elba, Neb.—G. F. Alexander is now mgr. for the Farmers Elvtr. Co.

Douglas, Neb.—I am mgr. for the Farmers Elvtr. Co.—F. N. Robb.

Valparaiso, Neb.—Fred Parker is now grain buyer for the Valparaiso Elvtr. Co.

Hollinger, Neb.—The Central Granaries Co. has installed a new engine in its elvtr.

Belgrade, Neb.—I have succeeded A. Kuykendall as agt. for Haas & Hord.—H. J. Shaffer.

Potter, Neb.—The construction of an elvtr. and mill is contemplated by H. Livingston.

Yanka, Neb.—The Farmers Grain Co. has been incorporated with capital stock of \$25,000.

Rushville, Neb.—The Farmers Union has bot the East Side Elvtr. and will operate it this season.

Bennett, Neb.—The elvtr. of the Farmers Elvtr. Co. has been completed and is now in operation.

Goehner, Neb.—Archie Reed has resigned his position at the elvtr. of the Nye-Schneider-Fowler Co.

Barneston, Neb.—John Harvey has resigned his position as mgr. for the Farmers Co-operative Union Ass'n.

Jansen, Neb.—W. A. Leonard has resigned as mgr. for the Jansen Equity Exchange to take effect Mar. 1.

Liberty, Neb.—C. W. Hagerman has been re-elected mgr. of the Liberty Grain Co. at a substantial increase in salary.

Friend, Neb.—The Central Granaries Co., of Lincoln, for which I am agt., has bot the elvtr. of I. N. Meyers.—S. H. Gaut.

Paul, Neb.—Jay Lathrop is pres., John Spinner, sec'y, and Charles Bader mgr. of this company.—Paul Farmers Union.

Denton, Neb.—We will not build corn cribs at this place as recently reported.—The M. T. Cummings Grain Co., Lincoln.

Linwood, Neb.—F. A. Johannes resigned as agt. for the Nye-Schneider-Fowler Co., and I have succeeded him.—Jos. A. Tichacek.

Hoag, Neb.—At the recent annual meeting of the Farmers Elvtr. Co. Fred Niemeyer was elected pres. and J. H. Penner, treas.

Loretto, Neb.—The Farmers Elvtr. Co., which is capitalized at \$20,000, held a meeting recently preparatory to incorporating.

Glenvil, Neb.—The 50,000-bu. elvtr. for which the Farmers Union Co-operative Ass'n recently let contract to the R. M. Van Ness Construction Co. is nearing completion.

Cordova, Neb.—L. Larsen has sold his stock in the Farmers Co-operative Grain Co. and donated the money to the Red Cross. He will soon leave for the trenches in Europe.

Swedeburg, Neb.—This company bot the elvtr. of the Urdike Grain Co.—Farmers Union Co-operative Ass'n, A. L. Thulin, mgr.

Trenton, Neb.—I have removed to this place from Cambridge, and am now mgr. for the Trenton Equity Union.—M. J. Wagey.

Howe, Neb.—Farmers have organized a company at this place to engage in the grain business, and will either buy or build an elvtr.

Brainard, Neb.—I have resigned my position as mgr. for the Farmers Elvtr. Co. My successor has not been chosen.—W. A. Malovec.

Hordville, Neb.—M. Sheppard, who has been agt. for the T. B. Hord Grain Co. at Hampton, will be mgr. for the Farmers Elvtr. Co.

Nebraska City, Neb.—The report that J. E. Irons is mgr. for this company is incorrect.—M. L. Crandall, mgr. Farmers Elvtr. Co.

Linwood, Neb.—Farmers residing in this locality held a meeting recently and appointed a com'te to organize a farmers' elvtr. company.

Daykin, Neb.—We have succeeded J. A. Schoenthal & Co. at this place and expect to improve our elvtr. soon.—A. A. Tanner & Co., Lincoln.

Alvo, Neb.—We have succeeded J. A. Schoenthal & Co. at this place and expect to improve the elvtr. soon.—A. A. Tanner & Co., Lincoln.

Monowi, Neb.—I have resigned my position as agt. for the Trans-Mississippi Grain Co. and am retiring from the grain business.—Z. T. Miller.

Hampton, Neb.—I have resigned as agt. for the T. B. Hord Grain Co. to become mgr. for the Farmers Elvtr. Co. at Hordville.—M. Sheppard.

Crete, Neb.—The Crete Grain & Live Stock Ass'n held its 10th annual meeting Jan. 19. John Welson was elected pres., and Ed Aron, sec'y.

Blue Springs, Neb.—At the recent annual meeting of the Farmers Elvtr. Co. S. A. Smith was elected pres., and William Craig was re-elected sec'y-mgr.

Crab Orchard, Neb.—Farmers held a meeting at this place recently to consider plans for constructing an elvtr. and engaging in the grain business.

Nemaha, Neb.—The 16,000-bu. elvtr. which the Duff Grain Co. built to replace the one taken down last fall has been completed and is now in operation.

Lincoln, Neb.—We have succeeded J. A. Schoenthal & Co. at Alvo, Benedict, Cook and Daykin, and expect to improve our houses soon.—A. A. Tanner & Co.

Wabash, Neb.—The Wabash Grain Co. contemplates adding lumber, building material, sand and cement as a side line in connection with its grain business.

Prairie Home, Neb.—We have built a 15,000-bu. elvtr., and the Evans Grain Co. has taken down its house.—Prairie Home Co-operative Co., Guy F. Welsh, mgr.

Princeton, Neb.—C. A. Moore, who has been mgr. for the Princeton Farmers Elvtr. Co., has resigned his position and removed to Emerald to take charge of an elvtr.

Benedict, Neb.—A. A. Tanner & Co., for whom I am agt., have succeeded J. A. Schoenthal & Co., at this place. The report that I have resigned is not correct.—I. L. Draucher.

Carroll, Neb.—We have installed a Richardson Automatic Scale. The Younglove Construction Co. did the work. We also intend to enlarge our storage capacity in the near future. Mrs. Geo. E. Roe is now cashier for the company, Miss Mabel Linn having resigned.—Farmers Union Co-operative Ass'n, by Larson.

Hartington, Neb.—One officer and 7 of the local home guards are on duty each night guarding the elvtrs. and mill at this place. The men work in relays and are armed with rifles.

Ames, Neb.—At a recent meeting of the Ames Farmers Union Co-operative Ass'n, Mr. Caine, who formerly lived in Montana, was elected mgr. to succeed C. E. Haverfield who resigned.

Dunbar, Neb.—Work on the elvtr. of the Farmers Elvtr. Co. is progressing favorably in view of the weather conditions, and it is believed that the plant will be ready for operation in about 60 days.

Cook, Neb.—We have purchased the interests of J. A. Schoenthal in the elvtr. and grain business of J. A. Schoenthal & Co. Our headquarters are at Lincoln.—H. R. Proffitt, agt. A. A. Tanner & Co.

Gresham, Neb.—We recently increased our capital stock from \$15,000 to \$25,000 in order to give farmers who wished to do so an opportunity to become stockholders.—Gresham Grain Co., S. P. Johnson, mgr.

Smithfield, Neb.—The recently organized Farmers Equity Exchange Union, of which D. H. Meyer is vice-pres., has nearly completed the 30,000-bu. elvtr. which it is building. The cost of the plant will be \$11,000.

Brock, Neb.—The elvtr. of Frank A. Bartling, which has been operated under lease by A. B. Wilson, has again been taken over by Mr. Bartling and he will now conduct the business with Frank B. Reeves as mgr.

Chadron, Neb.—The Farmers Union Ass'n, which was recently incorporated, did not enter the grain business as was planned as it could not get a site on the railroad for an elvtr.—W. F. Morse, agt. Nye-Schneider-Fowler Co.

Leigh, Neb.—The stockholders of this company have authorized the increase of the capital stock from \$25,000 to \$50,000. P. N. Glandt is pres., Fred Dasenbrock, sec'y, and Frank V. Uridil, mgr.—Farmers Co-operative Merc. Co.

Sidney, Neb.—The Farmers Union Co-operative Ass'n, of which C. J. Osborn is sec'y, is asking for bids for the construction of a 10,000-bu. elvtr., also one of 15,000 bus. capacity. Bidders are given until Mar. 5 to submit plans and specifications, with bids.

Lincoln, Neb.—J. A. Schoenthal, whose interest in the several stations of J. A. Schoenthal & Co. was purchased by us, has bot the Western Feed Dealers Supply Co. at this place and is conducting the business under the old name.—H. R. Proffitt, agt. A. A. Tanner & Co., Cook.

Thayer, Neb.—The annual meeting of the Farmers Grain Ass'n was held Jan. 12 and the following officers were elected: Pres., W. E. Prather, sec'y-treas., Ambrose Retzlaf, mgr., M. V. Koons. The business of the company will be conducted on the co-operative plan during the ensuing year.

Hooper, Neb.—The Hooper Mfg. & Grain Co. has recently remodeled the mill formerly owned by F. W. King, placing it in condition for milling purposes and for handling grain. C. Hy. Moeller is pres., Peter Parkert, Jr., sec'y, and Louis Schwein, mgr.—Farmers Union Co-operative Co., Wm. M. Zellers, mgr.

Tecumseh, Neb.—The recently organized Farmers Co-operative Business Ass'n has bot the elvtr. of W. S. Bouton and leased the stockyards for a period of 3 years. The company will be incorporated with a capital stock of \$25,000 to deal in grain, seed, hay, livestock, farm produce and merchandise. Geo. Townsend is pres., and J. M. Weber, sec'y.

Lorenzo, Neb.—This company expects to build an up-to-date 15,000-bu. elvtr., to be fully equipped with machinery, which will include a cleaner. We also are building coal sheds and a large warehouse. At present we are trying to get the railroad company to grant us a sit for the elvtr.—Farmers Union Co-operative Co., Wm. E. Chambers, pres.



Blue Hill, Neb.—The report that I have removed from Edgar, where I was mgr. for the Farmers Union Co-operative Ass'n, to become mgr. for the Farmers Grain & Stock Co. at this place, is correct. I took charge here Jan. 1.—Richard E. Mudrow.

#### OMAHA LETTER.

The Adams-White Grain Co. has amended its articles of incorporation increasing its capital stock to \$100,000.

This company, which was recently incorporated, operates a country elvtr. at Brickton, and merchandising offices at Hastings and Holdrege, in addition to the office here. F. Stockham is pres., W. M. Lowman, vice-pres., E. A. Lucke, treas., and L. M. Stockham, sec'y.—E. Stockham Grain Co., E. A. Lucke, treas.

#### NEW ENGLAND

Boston, Mass.—The Community Ranch, Inc., incorporated to deal in grain, feed, etc.; capital stock, \$200,000.

Providence, R. I.—The Quaker Oats Co. has been admitted to membership in the Chamber of Commerce. The membership is for an indefinite period.—S.

Palmer, Mass.—Mr. Howe, who has been mgr. for the Thorndike Grain Co., has been transferred to Three Rivers, and Louis S. Flower, of Westfield, succeeds him.

Boston, Mass.—Members of the Chamber of Commerce carried on their work dressed in overcoats, mittens and heavy overshoes on the first of the heatless Mondays and will continue, if the weather demands, for the remainder of the Monday holidays. The thermometer registered 34 degrees thruout the day. The telegraph operators and the men at the blackboards found it difficult to keep their hands warm enough to do their work.—S.

St. Johnsbury, Vt.—The plant of the A. H. McLeod Mfg. Co., wholesale grain and feed dealers, has been sold to the Williams-Donohoe Co., of Boston, Mass. The officers of the company are: R. L. Brown, of the Berkshire Coal & Grain Co., North Adams, Mass., pres.; C. L. Williams, of Boston, treas.; and S. T. Donohoe, of Boston, clerk. Mr. Donohoe will be in charge of the plant. The business was established in 1871 by A. H. McLeod and following his death it was sold to John H. and Arthur Brooks.—S.

Lawrence, Mass.—H. K. Webster, pres. of the H. K. Webster Co., and former mayor of this city, celebrated his 81st birthday Jan. 19. Mr. Webster was born in Manchester, N. H., and moved to this city in 1858 and secured employment in the grain store of Furness & Giles, which he left in 1863 to enter the Union army. After serving thruout the war he returned to his old employment, engaging in the grain business on his own account in 1868; and he is still active in the trade.—S.

#### NEW YORK BUFFALO LETTER.

Whitney & Gibson, who have long specialized in wheat, will establish a coarse grain dep't and handle all grains hereafter.

Elvtrs. here are now closed between 6 a. m. and 7 p. m. each day. The work of loading and unloading is being done at night in order to conserve electric power.

Charles M. Kennedy, son of Charles Kennedy, local agt. of the Food Administration Grain Corporation, has been commissioned a 2nd lieutenant in the engineers' corps of the army.

A 2,000-bu. per hour corn sheller has been installed by the Kam Malting Co. This is the first commercial sheller in operation in this state, and the firm will shell, dry and clean corn. The company has 600,000 bus. steel storage capacity at its plant.

#### NEW YORK LETTER.

The Produce Exchange will be closed at noon on fuelless Mondays.

W. A. Lamson, of Lamson Bros. & Co., of Chicago, has been admitted to membership in the Produce Exchange.

Leonard Isbister, who has been with Lewis, Proctor & Co., for some time, has enlisted in the United States Naval Reserve.

Jesse A. Chase, who was formerly in the grain trade in this city, and who is now the local representative of the Merchants Grain Co., has applied for membership in the Produce Exchange.

#### NORTH DAKOTA

Hazleton, N. D.—S. P. Wescott is now mgr. for the Farmers Union Elvtr. Co.

Stanton, N. D.—I have succeeded Wm. Schoenborn as agt. for the Powers Elvtr. Co.—C. F. Schweigert.

Manfred, N. D.—Frank Bowers is no longer agt. for the Regan & Lyness Elvtr. Co., having removed from this place.

Wyndmere, N. D.—The elvtr. of the Andrews Grain Co. has been opened for business, after having been closed for some time.

Frazier, N. D.—The Farmers Elvtr. Co. has completed a 35,000-bu. elvtr. The plant is complete, its equipment including a 20-h.p. engine, cleaner, and feed grinder.

Kathryn, N. D.—The Farmers Mutual Elvtr. Co. has completed a 50,000-bu. concrete elvtr. and the old house has been sold to the Andrews Grain Co., of Minneapolis.

Fairdale, N. D.—The Farmers Co-operative Elvtr. Co. was recently organized, but we do not know whether it intends to buy or build an elvtr. Our company is a partnership which bot the Farmers Elvtr. at this station in July, 1916, and we are not connected with the new company.—Farmers Elvtr. Co., John Aitken, mgr.

The special session of the state legislature passed Jan. 29 the grain grading bill, with amendments as reported by the conferees. The law limits the inspection dep't to \$15,000 in annual expenditures and provides that gross and willful violations, instead of "mere violations," shall be the basis for revoking licenses.

The annual convention of the Farmers Grain Dealers Ass'n of North Dakota will be held at Bismarck, Mar. 5, 6 and 7. The tentative program which has been announced by Sec'y M. C. Gaulke, of Thompson, includes the following features: "The Organized Farmer at Washington," J. W. Shorthill, York, Neb.; "The Railroad and The American Farmer," Clifford Thorne, Chicago; "Auditing and Bookkeeping," by F. S. Betz; "The Wheat Crop of 1918 and its Marketing," Dr. E. F. Ladd. A representative of the Bureau of Markets will give a demonstration of the method of testing and grading grain under the federal standards. One session will be conducted by the managers and questions of interest to them will be discussed. On Thursday evening the Commercial Club of Bismarck will provide entertainment for the delegates.

#### OHIO

Atwater, O.—A. J. Sanford is now mgr. for the Farmers Elvtr. Co. at this place, and at Maximo.

Bedford, O.—G. W. Grah, who was formerly located here, is now with the Minerva Mfg. Co., Minerva.

Minerva, O.—I have removed from Bedford to this place, and am now with the Minerva Mfg. Co.—G. W. Grah.

Maximo, O.—A. J. Sanford is now mgr. for the Farmers Elvtr. Co. at this place, and he also has charge of the elvtr. at Atwater.

Bowling Green, O.—Andy Hastings, an employe in the elvtr. of the Royce & Coon Grain Co., was injured recently when he was caught in a revolving shaft at the elvtr. His right arm was broken in 3 places and he suffered internal injuries.

Defiance, O.—The firm of Spangler & Davis, which was formed 3 years ago, has been dissolved by mutual consent. Mr. Spangler will retire and devote his time

to other business enterprises, and I will continue the business under my own name.—F. L. Davis.

Dayton, O.—We are now building the elvtr. for which building permit was issued recently. The plans were prepared by the Burrell Engineering & Construction Co. and a local contractor is doing the work. The plant is of brick and concrete construction.—V. E. Herter & Co.

Ashley, O.—My mill was destroyed by fire Jan. 13. Loss was total, being about \$30,000 on building and contents, which included wheat and flour. The cause of the fire is not known. Have not decided whether I will rebuild or not, but will decide as soon as the weather will permit work.—H. M. Conger.

#### CINCINNATI LETTER.

Chas. S. Pfeffer, of G. A. Collier & Co., has applied for membership in the Chamber of Commerce.

C. L. Harrison, Edwin Gibbs and Val. Duttonhofer, Jr., have been appointed members of the grain and hay com'te of the Chamber of Commerce.

The nominating com'te of the Grain & Hay Exchange has named the following candidates for election to the board of directors: E. A. Fitzgerald, W. R. McQuillan, F. R. Maguire, C. S. Custer, Max Blumenthal, John E. Collins, Jr., E. R. Terrill, H. E. Richter, Earl F. Skidmore, Elmer H. Heile, Joseph F. Costello, A. M. Braun, L. M. McLaughlin and W. A. Horn. Seven directors are to be elected at the election Feb. 21.

#### OKLAHOMA

Oologah, Okla.—I have been in the grain business for 5 years, and I am now building an elvtr.—E. F. Young.

Kingfisher, Okla.—At the recent annual meeting of the Farmers Elvtr. Co. action was taken to increase its capital stock.

Oklahoma City, Okla.—The Marshall Grain Co. has closed its local office and its business is now transacted thru the office at Watonga.

Breckenridge, Okla.—W. A. Hays, of Blackwell, has sold his elvtr. to the New Era Mfg. Co., of Arkansas City, Kan.—R. M. Raulston.

Claremore, Okla.—Frank Y. O'Bannon, mgr. of The O'Bannon Co., was married Jan. 29 to Miss Dorothy Maurine Allison, of McPherson, Kan.

Delaware, Okla.—The Rea-Patterson Mfg. Co., of Coffeyville, Kan., will build an elvtr. on a site which it recently secured near the Missouri Pacific tracks.

Cropper sta. (Breckenridge p. o.), Okla.—W. A. Hays, of Blackwell, has sold his elvtr. to the New Era Mfg. Co., of Arkansas City, Kan.—R. M. Raulston.

Capron, Okla.—Ernest Watson, formerly of Hardtner, Kan., will succeed me as mgr. for the Farmers Grain & Coal Co., taking charge Mar. 1.—O. F. Throckmorton.

Bartlesville, Okla.—H. Stead is moving the elvtr. which he recently purchased from its site on the south side of the A. T. & S. F. tracks to a site north of the tracks.

Watonga, Okla.—We have closed our Oklahoma City office and will remove to this place. We will continue to operate our plant here.—Marshall Grain Co., S. A. Marshall.

Stillwater, Okla.—The Shawnee Mfg. Co., of Shawnee, has bot and taken possession of the mill and elvtr. of the Stillwater Mfg. Co. A. Goodholm, who was pres. of the Stillwater Mfg. Co., will continue in charge of the plant as mgr.

Checotah, Okla.—R. H. Russell and myself have bot the plant of the Checotah Mill & Elvtr. Co. and will continue to conduct the business under the same firm name. Both of us will be in charge, and we will handle grain, flour and feeds.—J. H. Young.

Tulsa, Okla.—The A. T. & S. F. Ry. Co. has bot the mill and elvtr. of the Rea-Read Mfg. Co. and will take down the plant, the site to be used for extending the railway



yards. This work is not to be done for a year or more, and in the meantime the plant will continue in operation under the present management.

## OREGON

Condon, Ore.—Our plant was destroyed by fire Jan. 2, loss on grain and flour being \$3,000 and on building and machinery \$17,000. We will rebuild.—Condon Mfg. Co., W. A. Nevill, sec'y and mgr.

Imbler, Ore.—The Imbler Union Elvtr. Co. has been formed by farmers in this community and a 100,000-bu. elvtr. will be built. H. McGoldrick is pres. and Frank McKennon sec'y-treas. of the company.

Moro, Ore.—The Farmers Elvtr. & Supply Co. incorporated; capital stock \$50,000; incorporators, F. A. Sayrs, W. S. Powell and W. H. Ragsdale. The company will build an elvtr. at this place and one at Hay Canyon.

Portland, Ore.—It is expected that the municipal terminal elvtr., which is being built by the Dock Commission at St. Johns, will be ready for operation in time to handle the crops next fall. The plant is to have 79 bins in the operating house and 99 in the storage annex.

Bates Siding (Freewater p. o.), Ore.—A company composed of Messrs. Bade, Still and Harder has let contract for a 60,000-bu. elvtr. for handling bulk grain. The plant will be up-to-date in every respect, its equipment including automatic scales, oil engine, cleaner and feed rolls.

Springfield, Ore.—The plant of the Springfield Mill & Elvtr. Co. has again been placed in operation after a shutdown of 6 months, during which time extensive improvements and repairs were made. The business is now owned by C. S. Williams and E. D. Paine, who purchased it some time ago from S. H. Baker.

Portland, Ore.—The Ladd Estate has sold its interests in the Portland Flouring Mills Co. to Theodore B. Wilcox and associates. Not only the Portland Flouring Mills Co. but the stock of several smaller concerns whose stock is owned by the larger company is involved in the deal. Some of these are the Pacific Coast Elvtr. Co., the Puget Sound Warehouse Co. and corporations operating about 14 flour mills and 200 warehouses in the wheat producing regions east of the Cascade mountains in Oregon and Washington—D.

Portland, Ore.—A new agreement has been reached by the Com'n of Public Works and the contractor who started to do the excavating for the municipal terminal elvtr. which is being built at St. Johns, whereby the contractor is to resume work as soon as the weather will permit. The contractor had served notice of inability to complete the work within the limit of time originally allowed him, because of delays occasioned thru a freshet, and the Com'n has offered to grant the necessary extension of time. When the excavation is completed and the foundation built it will be protected by banks of earth to guard against future freshet difficulties.

## PENNSYLVANIA

Somerset, Pa.—John G. Emert has installed a buckwheat elvtr. and mill at his warehouse.

Pittsburgh, Pa.—John H. Cox, formerly federal grain supervisor here, has been transferred to New Orleans, La., as supervisor at that place.

West Reading, Pa.—The elvtr. and mill of T. K. Savage, known as the Shanahan Flour Mills, together with the warehouse of Geo. Hisley, burned Jan. 5. The total loss was about \$100,000, a large quantity of flour, wheat and potatoes being destroyed. It was necessary for the firemen to make bonfires to thaw out frozen hydrants before they could get water on the blaze. The cause of the fire is not known.

## PHILADELPHIA LETTER.

The directors of the Commercial Exchange have re-appointed Ambrose B. Clemmer as sec'y.

A fire in the elvtr. of the Keystone Elvtr. & Warehouse Co. Jan. 29 caused damage of \$7,000. The blaze was caused by friction caused by a belt conveyor on the top floor of the building.

At the annual election of the Commercial Exchange, held Jan. 29, Louis G. Graff was re-elected pres. for the 4th term, C. Herbert Bell was re-elected vice-pres. and Emanuel H. Price was elected treas. The following directors were elected: Robert Morris, Samuel L. McKnight, Frank M. Rosekrans and George N. Warner.

## SOUTH DAKOTA

Bancroft, S. D.—The elvtr. of the Cargill Elvtr. Co. is closed.—W. J. Agnew.

Westport, S. D.—C. M. Walworth has sold his elvtr. and removed to Detroit, Mich.

The 11th annual convention of the South Dakota Farmers Grain Dealers Ass'n was held at Watertown, Jan. 29-31.

Parkston, S. D.—We have leased the elvtrs. of the Farmers Loan & Grain Co. at Freeman, Menno and Dolton.—South Dakota Grain Co., John Doering, mgr.

Lemmon, S. D.—The Western Lbr. & Grain Co., for which Ed. Zeit is agt., has the material on the ground for building a 40,000-bu. elvtr. to replace the one recently burned.

Elkton, S. D.—The elvtr. of G. F. Hock has been sold to Dan Kelly, who was formerly mgr. for the Farmers Elvtr. Co., Buffalo Center, Ia.—L. L. Druley, Prescott, Wis.

Pierre, S. D.—R. A. Leggett & Co. incorporated; capital stock, \$10,000; incorporators R. A. Leggett, John Sutherland and C. D. Ayres. The company will deal in grain, flour and feed.

Chamberlain, S. D.—Stockholders of the Chamberlain Mill & Elvtr. Co. at the recent annual meeting voted to offer the property for sale. If a sale is not made the business will be continued on the co-operative plan.

Lemmon, S. D.—The Lemmon Farmers Equity Exchange has let contract to T. E. Ibberson for the construction of a 30,000-bu. elvtr. to replace the one which burned recently. The new plant will be up-to-date in every respect and will cost about \$13,000.

Airmount sta. (Hillhead p. o.), S. D.—This company purchased the elvtr. which was built in 1915 by the John Hokanson Grain Co. Its capacity is 25,000 bus. The officers of the company are: Pres., K. J. Olson; sec'y, S. Morstad.—Airmount Co-operative Elvtr. Co., S. J. Shulson, mgr.

Sisseton, S. D.—The elvtr. of Batterberry & McGee, together with about 800 bus. of wheat which it contained, was burned Jan. 26. The fire broke out early in the evening and is believed to have been accidental. Only a short time before a carload of wheat had been loaded at the elvtr., and this was saved.

Watertown, S. D.—C. E. Sawyer, who travels for the Stair-Christensen-Timmerman Co., of Minneapolis, with headquarters at this place, was operated on recently for appendicitis. He has recovered from the operation satisfactorily. A large number of Mr. Sawyer's fellow solicitors sent him a remembrance in the form of a purse of money while he was in the hospital at Tracy, Minn.

Winner, S. D.—Ralph Kositzky has been awarded a decision in the case of the Rosebud Lbr. & Grain Co. against the C. & N. W. Ry. Co. for a site to erect an elvtr. at this place. This is the end of the most hotly contested elvtr. site fight ever had in the state, and it is said that 80% more evidence was submitted in the hearing than in any previous case. As soon as the weather will permit Mr. Kositzky will com-

mence excavating for the foundation for a 30,000-bu. elvtr. and will have it completed in time to handle the crop next fall.

## SOUTHEAST

Cordele, Ga.—The Dixie Seed Farms, of which Jas. R. Kelly is proprietor, will erect an elvtr. The company also plans to build 5 or 6 other elvtrs. in this section.

Richmond, Va.—A movement is on foot to have the official hay inspector at this market approved by the Nat'l Hay Ass'n, and the plan will no doubt be approved by the Grain Exchange.—Aubrey Hawkins.

Washington, D. C.—Samuel C. McDowell, pres. of McDowell & Sons, grain dealers and millers, died Jan. 19. Mr. McDowell was born in Delaware and came to this city in 1863, when he started a grain business. He retired from active business about 10 years ago.

Savannah, Ga.—As the result of work started early in October by the Board of Trade, an elvtr. and corn meal mill will be built here. The new company will confine itself to the handling of corn at first, but next season machinery will be installed so that velvet beans may be bot in bulk and ground into meal.

## TENNESSEE

Clarksville, Tenn.—John A. Tyner & Co., of Nashville, have opened a branch of their grain business here.

Memphis, Tenn.—The board of directors of the Merchants Exchange has elected the following officers: J. Thomas Wellford, treas., and E. R. Gardner, chief inspector, weighmaster and gager. The directors have elected A. H. D. Perkins an honorary member of the Exchange for life.

## TEXAS

Tulia, Tex.—W. R. Foster has sold his grain and coal business to T. F. Burkshas.

Bardwell, Tex.—The new elvtr. of Bon Whatley & Co. has been opened for business.

Lubbock, Tex.—C. P. Simpson contemplates engaging in the grain business at this place.

Dallas, Tex.—The Blair Grain Co. has filed a certificate of the dissolution of its incorporation.

San Antonio, Tex.—The Blue Star Elvtr. Co. incorporated; capital stock, \$100,000; incorporators, V. R. Hood, J. W. Howard and W. H. Killingsworth.

Canadian, Tex.—We contemplate building elvtrs. at Follett, Booker, Perryton and Spearman in the near future.—A. Liske & Co.

Gatesville, Tex.—Our 60,000-bu. elvtr. on the St. L. S-W. Ry. has been completed and it is in operation.—Coryell County Elvtr.-Grain Co., W. A. Brasher.

Fort Worth, Tex.—A meeting of the arbitration com'te of the Texas Grain Dealers Ass'n was held in Sec'y H. B. Dorsey's office Jan. 24 and 25. The members of the com'te are: A. B. Cowan, Howe; R. I. Merrill, Fort Worth; and W. W. Early, Waco. The executive com'te of the Ass'n met Jan. 26. This com'te is composed of Pres. Tom F. Connally, Clarendon; W. M. Priddy, Wichita Falls; Ben E. Clement, Waco; John E. Bishop, Houston; L. G. Belew, Pilot Point; A. C. Waters, San Angelo; and Sec'y Dorsey.

## UTAH

Ogden, Utah—Thieves forced an entrance to the warehouse of the Western Mfg. & Elvtr. Co. recently and stole 200 burlap and canvas sacks, valued at \$50.

Salt Lake City, Utah—William B. Hughes, of the William B. Hughes Grain Co., has been appointed a member of the board of county commissioners to fill an unexpired term.



## WASHINGTON

Dayton, Wash.—The new elvtr. built here is the Woodard Elvtr.—X.

Alderdale, Wash.—I expect to install a cleaner in my elvtr. this season.—Frank W. Sanders.

Seattle, Wash.—B. C. Beck, of this city, has been appointed ass't state Food Administrator, succeeding Erastus Brainard, who resigned.

Roosevelt, Wash.—There is no elvtr. at this place, but the erection of one during the present year is contemplated.—Frank W. Sanders, Alderdale.

Menoken Siding (Waitsburg p. o.), Wash.—Jack Sweazy and Charley Neace have let contract for an elvtr. and warehouse, with gas engine and cleaner equipment, to cost \$11,000.

Ritzville, Wash.—The new elvtr. of the Ritzville Warehouse Co. is of 50,000 bus. capacity. The O'Neill Grain Co., of Spokane, which operates a warehouse here contemplates erecting an elvtr.—X.

Pullman, Wash.—The elvtr. at this station was built by the Empire Elvtr. Co. about 2 years ago, but this is the first season it has been operated. Its capacity is 25,000 bus. U. G. Lawlor is mgr. of the company.—X.

Dayton, Wash.—The Whetstone-Turner Warehouse Co., for which Ed Eager is mgr., contemplates erecting bulk handling elvtrs. at this place and at Turner, Ronan, Longs and Huntsville. Each of the houses is to cost about \$15,000.

Uniontown, Wash.—We have a 100,000-bu. elvtr. at this place, and one of 80,000 bus. capacity at Leen. We will build additional storage here this spring. The addition will be about 100,000 bus. capacity. No other elvtrs. being built here.—Uniontown Co-operative Ass'n.

McCoy sta. (Rosalia p. o.), Wash.—The Farmers Elvtr. Co. has recently erected a 40,000-bu. elvtr. This company is composed of J. C. Russell, Arthur Widman, Wm. Neegaard and others. They usually sell f. o. b. car at McCoy and handle only their own grain in the elvtr.—X.

Tekoa, Wash.—The directors of the Farmers Union Mill & Grain Co. have decided to complete plans for the construction of a large bulk handling elvtr. The house will be 40x42 feet, 100 feet high, and will contain 16 or 18 bins. The total capacity will be 75,000 bus. and the cost will be \$20,000. L. J. Lauritzen is mgr. of the company.

Seattle, Wash.—The Centennial Mill Co., which operates a line of grain warehouses from its office in this city, has bot a site from the O-W. R. & N. Co. on which it will erect a flour mill. The mill will be of reinforced concrete and its daily capacity will be 1,500 bbls. The site is 4½ acres and the price paid for it was \$50,000, while the total cost of the plant will be \$350,000.—D.

The state board of control has apportioned the grain bags from the state penitentiary among the grain growing counties and the price has been fixed at 19c per bag. Last year the price was 10½c per bag. The increase is said to be due to the fact that jute has advanced sharply. Bags in the open market are now 22c each, and California is charging 20c. The bags were divided among the counties as follows: Adams, 98,700; Lincoln, 98,500; King, 4,600; Whitman, 196,700; Walla Walla, 112,200; Whatcoma, 5,500; Skagit, 18,200.—D.

## WISCONSIN

Marshfield, Wis.—The Farmers Co-operative Produce Co. is considering plans for the erection of a flour mill next summer.

Union Grove, Wis.—This company is incorporated with capital stock of \$25,000. Jas. Vint is pres., Harvey Nelson, sec'y, and Wm. F. C. Biehn, mgr.—Farmers Co-operative Elvtr. Co.

Belle Plaine, Wis.—The elvtr. of Peterson & Sons burned Jan. 26 with loss of 3 cars of potatoes, 300 bus. of clover seed, 500

bus. barley, 500 bus. oats, and 800 bus. rye. The total loss was \$12,000.

Haven, Wis.—We purchased the elvtr. and warehouse of L. Wagner Sept. 17, 1917, and are continuing the business under the name of the Ebenreiter Lumber Co. Mr. Wagner is mgr. at present.—Ebenreiter Lbr. Co., Sheboygan.

## MILWAUKEE LETTER.

The rate of interest on advances on Bs/L for the month of February has been fixed at 7%.

Theodore Sedlmayr has been elected to membership in the Chamber of Commerce and the membership of M. A. Huntley has been transferred.

The directors of the Chamber of Commerce adopted a resolution Jan. 25 prohibiting trading in January corn and \$1.28 was fixed as the settling price for open contracts.

The directors of the Chamber of Commerce have adopted a resolution providing that on each of the heatless Mondays the heat shall be turned off in the exchange room at noon. Members are requested to arrange to complete their transactions before that time.

Fire of unknown origin on the night of Jan. 27 caused \$50,000 damage to the elvtr. of the Francis Duhne Mfg. Co. The blaze was discovered by the watchman of a nearby tannery, and it is said to have started in the northeast corner of the building. The contents of the house consisted principally of screenings.

On Monday, Jan. 21, a com'te composed of Geo. A. Schroeder, L. J. Keefe and C. B. Pierce presented to the 340th Infantry, at Camp Custer, Mich., a stand of National and regimental colors provided by the Chamber of Commerce. The Chamber has received from Col. Parker a letter expressing appreciation for the gift. The 340th Infantry is largely composed of Milwaukee men.

## WYOMING

Lost Springs, Wyo.—We will build an elvtr. of about 6 to 8 cars capacity as soon as spring opens. We will buy new machinery for equipping it.—Lost Springs Co-operative Ass'n.

## How to Get Cars.

Shippers of grain, grain products and feeds are requested by McAdoo and Hoover to apply in the usual way to railroad agents. If cars are not furnished within a reasonable time application should be made to the zone representatives of the Food Administration grain division at the various terminals, stating the cars required, point to which they should be sent, character of the product to be loaded, destination of shipment and consignee.

Shippers of other food products, including beans, rice, livestock and perishables, if not furnished cars on request addressed to the railroads, should take the matter up direct with the Food Administration officials at Washington, giving the same information grain shippers are required to give the zone agents.

Cars placed and loaded on the specific request of the Food Administration on application of shipper, may not be diverted in transit from destination given, perishables excepted.

Neither the Food Administration or the director of railroads guarantee to supply all cars applied for, but it is hoped available cars can be distributed where the need is most acute.

FRED J. LINGHAM, of the Federal Milling Co., Lockport, N. Y., has accepted the nomination for pres. of the Millers National Federation.

## Wanted

A miller, either present mill owner or operator, who is ready for an opportunity to get into the milling business on the money-making side. Prefer a man who has had his experience with unprofitable, expensive-to-run, long-system machinery and knows how hard it is to make ends meet with this type of equipment.

If you have \$3000 to invest, we will start you in business with an American Marvel Mill, the latest development in modern milling equipment, and will show you what it means actually to make money with a flour mill of 100 barrels' capacity and under.

1200 American Marvel Mills are now in operation, and among the 1200 owners are hundreds of old long-system millers who, after struggling for years to make a profit with cumbersome, expensive-to-operate, antiquated equipment, saw the advantages of the wonderfully efficient, automatic self-contained American Marvel and today are making more money in one year than they used to make in five.

Millers—mill owners—head millers—INVESTIGATE this proposition and know all the facts. Let us refer you to well-known long-system millers of many years' experience who would not go back to the old way under any circumstances.

A letter or postcard will bring all the facts. Write it today—it may mean the turning point for you as it has for hundreds of others.

## The American Marvel Mill

- is made in 7 capacities—15, 25, 40, 50, 60, 75 and 100 bbls. per day.
  - can be operated by one man. As operation is practically automatic, this man will have plenty of time to wait on trade and attend to all matters around the mill without assistance.
  - practically eliminates upkeep.
  - will outlast any other flour mill equipment manufactured.
  - requires less horsepower per bbl. than any other mill. As compared with your long-system equipment it will cut down power bills to a mere fraction.
  - produces quality and yield as high as can be had with any mill, regardless of size of make.
  - is no experiment. Seven years solid success behind it. Hundreds of experienced millers prefer it to long-system equipment.
  - you can get it on very liberal terms.
- every sale is made on 30 days trial, the purchaser being the sole judge.

Over 1,200 American Marvel Mills Now in Operation

The Anglo-American Mill Co., 435 Trust Bldg., Owensboro, Ky.



### The Hunt for Seed Corn.

Every grain dealer in every community should do his bit to aid in locating a supply of seed corn commensurate with the needs of farmers in the locality in which he operates.

Considered on a business basis it is profitable work, for seed corn this year commands higher prices than ever before. So great is the demand that Iowa state authorities have placed a maximum price of \$5 a bu. on corn sold for seed, have prohibited its sale outside the state, and is doing all in the power of the state to stimulate the search for corn of high germinating quality.

Corn acreage this year undoubtedly will be very great, probably the greatest in the history of the nation, being restricted only by seed obtainable and by the man power available for farm work. A bumper corn crop is essential to the future safety of this country, and necessary to maintain life in allied and neutral countries of Europe. All grain dealers are privileged to aid in the search for seed corn and are advantageously situated to stimulate the search for desirable seed.

Every one concerned in the production, distribution and milling of corn is painfully aware of what happened to last year's corn crop. Only a small percentage of the yield matured sufficiently to be of value for seed for this year's planting. That percentage, small tho it may be, must be preserved.

Ample supplies of fully matured corn could be imported from the south, and to a degree there is a movement of corn for seeding from southern states to the northern corn growing sections. State agricultural colleges are warning farmers not to plant the foreign grown corn if it is possible to get viable corn of local growth. They even go so far as to warn against the use of corn grown at a distance of 25 miles from the farm on which it is intended to plant it.

An example of the publicity put out by the New York Central Lines is repro-

duced here. These placards are posted in grain elevators along its lines, in its passenger and freight stations and are otherwise brought to the attention of those who may have viable corn and may not know its value.

So, Mr. Grain Dealer, put on your thinking cap and dig in. Do a little advertising and a great deal of talking to all who raise corn, to wives, sons, daughters or sweethearts of those who raise corn, or who may know some one who has a friend that is related to the aunt of a man whose brother has corn which will grow. Help wake up the farmer to his necessity, and when he realizes what that necessity involves, the seed corn required for this year's planting will come rolling in.

### The Margin of Profit.

A profit of 20 cents per bushel on the wheat in a barrel of flour is allowed flour retailers by the F. A. in his circular of Feb. 2, No. 621, "80c to \$1 per barrel on original mill packages."

Now let the Food Administrator be a good fellow and allow the grain dealer half as much, say 10 cents, per bushel on wheat bot from the farmer. If the grocer or the farmer needs the extra cent the grain dealer will try to worry along on 9 cents and might even be persuaded to accept 8½ cents. (Quit your kidding, you fellows in the back row.)

The F. A. figures the grocer's margin as gross, including all his costs, so that it is not all velvet. The grain dealer would prefer to have his margin figured as is the miller's, net, after the cost of manufacture is taken out.

The miller is allowed 5 cents per bushel net on the wheat in a barrel of flour (25c per barrel). There is not a grain dealer in the entire country who would not be tickled to death to accept a net profit of 5 cents per bushel after allowing salaries and costs of running the elevator. At anything between 20 cents and 5 cents per bushel, net, the grain dealer will subscribe for Liberty Bonds at a rapid rate.

### Canadian Food Control Seizes Wheat.

Effective Feb. 1 the Board of Grain Supervisors for Canada issued 6 orders, Nos. 24 to 29, changing the carrying charges and taking control of wheat.

Order No. 24 makes an assessment of 1½c per bushel on all western wheat ground by the flour mills, in addition to the assessment paid by the mills under order No. 13.

Order No. 25 prescribes that the funds collected under order No. 24 shall be paid out as a carrying charge to millers storing wheat for the Board.

Order No. 26 prescribes the payment out of the fund on wheat held in store by the flour mills of 1/14c per bushel per day on wheat in Fort William elevators, 1/25c per day on wheat in winter storage boats; in interior government elevators, and in flour mill bins, except a supply for two weeks' grinding.

Order No. 27 restricts the shipment of wheat from the line of the Canadian Pacific Ry.

Order No. 28 changes the rate of storage payments upon street wheat in elevators on the Canadian Pacific Ry. from 1/25c to 1/13c per bushel per day; and prescribes that "Country elevators in the described area shall hold and ship the wheat covered by this order subject to the orders of the Grain Supervisors."

Order No. 29 provides as follows:

1. That all wheat in the public terminal elevators at Fort William and Port Arthur, or received into store in those elevators during the period of closed navigation, upon which prices have been fixed by the Board, shall be held for account of the Wheat Export Co.
2. That the Wheat Export Co. shall hold and distribute all such wheat as in the judgment of the Board is or may be required for Canadian millers, subject to the orders of the Board of Grain Supervisors for Canada.
3. That Canadian millers east of Fort William and Port Arthur desiring wheat shall apply to the millers' committee, office of the food controller for Canada, Ottawa, for all supplies required by them.
4. That the millers' com'te of the office of the food controller for Canada shall transmit such applications to the Board of Grain Supervisors for Canada.
5. That upon such applications being approved by the Board of Grain Supervisors for Canada, the Wheat Export Co. shall distribute the wheat to the mills whose applications have been approved.
6. That the Lake Shippers' Clearance Ass'n shall cancel all orders now on file with them for shipment of wheat from public terminal elevators, Fort William and Port Arthur, for eastern millers, and that eastern millers who have stocks of wheat in Fort William and Port Arthur shall transfer same to the Wheat Export Co.

### Iowa Farmer Grain Dealers Meet.

A ringing resolution, backing President Wilson in a "War to the finish in order that a permanent and lasting peace may result," closed the deliberations of the fourteenth annual meeting of the Iowa Farmers Grain Dealers Ass'n, held at Fort Dodge, January 23-24.

A feature of the meeting was the elaborate address by Clifford Thorne on losses of grain in transit, following which a memorial addressed to Congress advocating government control of the railroads, but demanding that rate questions be decided by a commission, was adopted.

Officers elected are: Pres. S. J. Cottingham, Stratford; vice pres., C. H. Nelson, Garner; treasurer, G. M. Dyer, Spencer; secretary Frank M. Myers, Fort Dodge.

The next convention will be held at Cedar Rapids in January, 1919.

MEATLESS days and wheatless days are sure steps towards flightless days.

# SEED CORN

## Have you good seed corn for sale?

The Department of Farm Crops, Michigan Agricultural College, East Lansing, wants to know how much you have. Write them today.



Issued by

AGRICULTURAL DEPARTMENT,  
NEW YORK CENTRAL LINES

La Salle Street Station, Chicago, Ill.

Michigan Central Terminal, Detroit, Mich.

A Placard Being Posted in Elevators Along Its Lines by the New York Central.



## Michigan Bean Jobbers at Detroit.

Despite the snow-blockaded roads and temperature hovering around 15 below zero, many bean jobbers journeyed to Detroit Jan. 31 to attend the annual mid-winter meeting of the Michigan Bean Jobbers Ass'n, which was held in one of the banquet rooms of Hotel Cadillac.

Due to illness of J. W. Orr, pres. of the ass'n, ex-pres. Fred Welch presided. Mr. Welch called the meeting to order at 2:30, and introduced Hon. N. F. Simpson of Detroit who welcomed the jobbers.

Mr. Simpson assured the visitors that Detroit was very glad to have them hold their meeting in that city. He spoke interestingly of the advantages of Detroit as a market and industrial point.

E. L. (Carload) Wellman, Grand Rapids, responded.

Gov. A. E. Sleeper on the subject "Our Duty in the State During the War," said:

"The state means to co-operate in every possible way with the bean jobbers, and all others who can play a part in food conservation. The jobbers are especially interested in a movement to induce the state to lend financial aid to the conservation of beans for next season's seeding. It appears that some sections of Michigan are without seeds for the reason that the producers, tempted by war prices, have been selling all their available supply for food purposes. I favor the state bearing a share of the expense that would be involved in buying seed beans from overstocked sections and distributing them where they are most needed. We will look to the jobbers, however, to shoulder their part of the burden."

In the course of his talk the governor voiced his views regarding aliens in connection with his warning to the jobbers to take precautionary steps against the destruction of their elevators and warehouses by enemies of the government.

G. E. Prescott, State Food Administrator; W. K. Prudden, State Fuel Administrator; E. E. Doty, Genesee, N. Y.; pres. N. Y. Bean Shippers Ass'n and Jas. N. McBride, Michigan Market Director, who were on the program were unable to be present.

F. G. Ferrin, Rochester, N. Y., sec'y N. Y. Bean Shippers Ass'n, gave some interesting information regarding the handling of beans in his state. He said: No beans are bought in our state unless a moisture test has been made. The driers in some localities are not working satisfactorily. This is due largely to the uneven moisture content. Some dealers are guessing at the moisture content of beans, but I think it is just as easy to guess when the war will be over.

Mr. Wellman: I propose that a resolution be drafted and sent to the Food Administrator modifying the specifications so that cannery may use wet beans.

F. E. Kelsey, Cass City, led a discussion on the disposition of wet beans. "Sixty days ago the wet bean question was a serious proposition. Some have been given authority to can wet beans. We have a number of driers in our locality to take care of the wet beans."

Frank Gerber, Fremont: The cannery are now allowed, under license, to can a certain quantity of wet beans. The government is coming into the market now for army use, specifying choice hand picked beans. I suggest that the Food Administration be requested to modify their specifications. If the specifications are changed so that all these wet beans could be used they would be out of the way by the time warm weather is here. If they are held, no one will buy them. Someone will suffer a great loss. It is

possible to can these beans so that the finished product will be satisfactory in every way. It will be a great help to all if the Food Administration allows these wet beans to be used for the army and navy.

Mr. Kelsey: Mr. Gerber, do you find that partially frosted beans show any great difference when canned? If these partially frosted, green beans cannot be used there is going to be a great waste. It doesn't seem to me that the farmers are getting a square deal if these beans are wasted. It's a great loss and is unnecessary.

Mr. Gerber: My experience would indicate that beans in this condition would lack the graininess of a fully matured bean. These beans canned would be somewhat similar to the California and Idaho beans. The bean referred to by Mr. Kelsey would be sound and wholesome.

M. J. Hart, Saginaw: I think all dealers should use a moisture tester, as 75% of the so-called dried beans contain from 20% to 22% of moisture; 18% is normal. Beans containing 20% moisture will become musty in the spring.

W. I. Biles, Saginaw: I do not think there is enough seed beans to take care of requirements unless the dealers start in right now and provide seed for the farmers. In some localities there are very few beans fit for seed. There is going to be a great demand for them. I would like to offer a suggestion: That every member be written a letter asking him to canvass his locality to find out what seed is required. In this way we will know just how much seed is required. Dealers should keep as many seed beans as possible. I do not think the government would consider this hoarding and would not commandeer them. In our locality we have very few beans that are fit for seed. I think this matter should be discussed.

Mr. Simpson: If such a letter is sent out I would suggest that seed corn be incorporated in it.

Mr. Welch: Our president, Mr. Orr, in whom we all have a great deal of faith, has in mind a plan of this kind, and I think we should leave the entire matter in his hands.

Mr. Biles: This is agreeable to me.  
A. L. Chamberlain, Port Huron: Mr. Wellman do you consider that dried beans make good seed?

Mr. Wellman: No sir—period.  
Mr. Biles: I would also suggest that the government be advised that beans are being held for seed.

A suggestion by Mr. Welch, that Pres. Orr appoint a com'te to investigate the seed bean situation was carried unanimously.

John McAllister, Caro: I think beans containing from 20% to 22% moisture could be and should be canned.

David Smith, Lake Odessa: We should urge farmers to market the wet beans as soon as possible. They should offer them to jobbers who have driers. If they will do this at once they will get a good price for them.

Mr. Newkirk, Camden, N. J.: The government has made no particular ruling as to moisture in beans.

Mr. Chamberlain: We are all aware of the wet bean situation and know what we are up against. We know also that they must be handled quickly.

Mr. Hart: I think the specifications should be changed so that these wet beans may be canned for army and navy use.

The report of the treasurer, showing a

splendid financial condition, was read by Mr. Biles.

E. W. Burkhardt, inspector for the ass'n: I have nothing very much to report to you. There is trouble in the air and there is more coming. I think the inspection fee should be changed to compare more favorably with the size of the car.

Jos. Frutchey, Cass City: What do you consider a fair price for inspecting a car?

Mr. Burkhardt: I would not care to say. This is up to the ass'n. You know it is some job to inspect a car of beans.

Mr. Frutchey: The bad weather has prevented the arbitration com'te getting together, therefore I have no report to read.

Adjourned.

Mr. Welch read a letter from Pres. Orr.

A Food Administration bulletin, in which the Food Administration urged the wider use of various colored beans, saying they are of great food value and sell for from 35% to 40% less than white beans, was read by Mr. Welch.

An article from a New York newspaper, telling of the popularity of the colored beans, was also read. It stated that these beans are given the preference in many of the larger cities in the West and Middle West; that they equal the white beans in food value and that there is a surplus of over 3,000 cars west of the Alleghenies.

Pres. Orr, in a letter to Mr. Welch, said:

I have taken this matter up with the Food Administration and have asked it to state plainly whether or not it is going to attempt to induce the consuming public of the United States to buy pinto beans in preference to the Michigan and New York state beans. I think we should have a fair and square understanding. A resolution should be passed at this meeting recommending that the consuming public be left uninfluenced as to whether it will buy beans raised in Michigan, New York, Colorado or California. If the Food Administration is going to attempt to crowd the consumption of Colorado at the expense of Michigan beans because they are 30% to 40% cheaper, the growers of beans in Michigan and New York should be advised promptly of its attitude. It certainly costs more to grow the Michigan and New York navy beans, which are the very best beans produced in the world, than it does to raise pintos in Colorado. It is beyond my understanding why this action has been taken. As soon as I have heard from the Administration I would be pleased to have the answer forwarded to every member of the ass'n.

I would recommend that whereas we are in a state of war and food is one of the first and most important articles of munition, that we forget profits; that we forget self-interest and do everything that we can to further the production of beans in this state this year. I might say I have made special arrangements to stimulate production. It must be done in a different manner than it was done a year ago, and I think the members will agree with me that the manner selected this year is very appropriate. I would also recommend that the ass'n establish a limit of appropriation that may be used for encouraging a large acreage of beans to be planted in Michigan.

Telegrams conveying the best wishes of the ass'n were sent to both Mr. Orr and H. E. Chatterton of Mt. Pleasant who are recuperating in the same hospital.

Adjourned.

## Convention Notes.

J. F. Donahue represented Chicago. Felix O'Melia told of St. Louis as a bean market.

E. E. Wood was the only Indianapolis representative.



## Supply Trade

Pencils were distributed by E. L. Wellman.

A. H. Smith represented the Huntley Mfg. Co.

W. H. Shurtleff made the trip from Portland, Me.

A. L. Chamberlain handled the meeting very creditably.

Washington, O., was represented by U. B. Shoemaker.

The Judson Michigbean Co., exhibited its bean picking machine.

The Toledo delegation included Fred Mayer, Jos. Stretcher and W. W. Cummings of J. F. Zahm & Co.; Kent Keilholtz, Southworth & Co.; R. T. Miles, Federal Grain Supervisor and F. W. Camper.

New York State was ably represented by J. W. Thorne, N. Y. City; F. D. Hebbard, Brockport and L. E. Sands, Albion.

Those present included: A. H. Holmes, D. W. Farrant, James Hagerty, A. Heyboer, Minor Walton, and F. M. Donovan, Grand Rapids; A. L. Riedel and F. E. White, Port Huron; L. E. Boslo, Crosswell; Geo. H. Triphagen, Sunfield; A. Phillips, Flushing; N. L. Wales, Owendale; E. C. Burke, and Lewis McGeorge, Gladmon; B. A. Stickles and T. J. Hubbard, Mt. Pleasant; C. M. Stoot, Muir; W. F. Prescott, Leslie; James Kerr, Malvin; B. A. Fillinger, Lansing; C. W. Miller, Ithaca; B. A. Pomeroy, Middleton; P. D. Oakes, Munith; F. A. Nowlin, Albion; Chas. Wolohan, Birch Run; J. M. Coup and C. H. Britton, Saginaw; E. B. and D. R. Stiles, Linden; S. Schpok, Decatur; A. E. Schepers, McBain; G. E. Odell, Elkton; W. E. Snelling, Bay City.

## How to Figure Storage on Government Wheat.

D. F. Piazzek, 2d vice pres. of the Food Administration Grain Corporation, has recently issued the following instructions on calculating the storage under the revised elevator agreement:

If you have signed the Grain Corporation Agreement, Form 548-B, you are entitled to collect storage on wheat held in your elevator under certain conditions.

The storage rate allowed is one-twentieth of a cent per bushel per day, but as it will be figured on a weekly basis, all claims should be made on basis of 7/20c per bushel, to cover the particular week in question. Reclamations will be made by general office monthly.

These claims should be made only when the total shipments of grain during the week in question are less than 20% of the amount of wheat in the elevator at the beginning of the week, on which you have requested shipping orders and on which you have failed to secure cars for shipments after due effort has been made by you.

Illustration: Form \*W-1 or \*W-26 shows 8,000 bus. wheat on hand at beginning of week; shipments during week 1,000 bus. corn, and nothing more. An entry of 1,000 bus. should be made under the heading of "Bushels shipped during week" opposite "CORN" and the same amount carried down opposite "TOTAL." Then below in the space headed "Number of bushels" you should show 8,000 bus., and this figured at 7/20c per bushel per week would be \$28.00, which amount you should show in the column headed "Storage due." However, if your shipments had shown 1,000 bus. of corn and 1,000 bus. of wheat, the total shipments would have exceeded 20% of the amount of wheat on hand at the beginning of the week, and there should be no claim made.

Be sure the amount entered in the right hand column under "Bushels shipped during week" and opposite each kind of grain, corresponds with the amount on your weekly report for that particular week. forms W-1, R-1, C-1 or W-26, C-26, R-26.

In figuring shipments include all grain shipped by licensee whether loaded from elevator or on track. Line elevator operators should figure each station separately.

PAXTON, ILL.—The Challenge Mfg. Co., formerly located at Morris, Ill., has moved to this city.

WHAT makes advertising success is what you save the customer, rather than what you make yourself.—*Tycos-Rochester*.

MILWAUKEE, WIS.—F. R. Morris, the inventor of the Morris Grain Drier, died recently on his ranch at Thermopolis, Wyo.

ST. LOUIS, MO.—Journal readers will receive an interesting pamphlet from the Walter A. Zelnicker Supply Co. if they will write requesting Bulletin 234.

INDIANAPOLIS, IND.—Extensive additions are being made at the Nurdyke & Marmon Co. plants. Approximately \$400,000 will be spent in new buildings, and \$1,500,000 in new machinery.

NEWARK, N. J.—The exhibition of trade papers in the Newark Library has attracted considerable attention. In view of its great popularity it was decided to extend the time of the exhibit to Feb. 12.

PORTLAND, ORE.—G. Lansing Hurd, formerly connected with the Oregon Agricultural College and the Portland Chamber of Commerce, has taken a position with the Burrell Engineering & Construction Co. and will act as superintendent of construction.

SPOKANE, WASH.—Several business men of this city have organized and incorporated a company to build and operate grain elevators. It will have a capitalization of \$250,000. C. R. Dixon, formerly of Chicago, will be president. The company will be known as the Fidelity Grain Elevator Constrn. Co.

PENDLETON, ORE.—We are in need of some plans for grain elevators, as the ranchers here will have to handle the most of their wheat in bulk this year on account of the scarcity of sacks. We are unable to find any architects in this part of the country who know anything about their construction.—Van Petten Lbr. Co.

MINNEAPOLIS, MINN.—B. K. Postlethwaite, sec'y of the Richardson Grain Separator Co., has left for Washington, D. C., where he will stay for the next three months, for the purpose of representing the Minneapolis Ass'n of Manufacturers in offering their equipment for the use of the government. Mr. Postlethwaite will handle the mechanical and financial end of the undertaking.

OWENSBORO, KY.—Following a recent meeting of the stockholders of the Anglo-American Mill Co. a 20% dividend was declared, amended articles of incorporation were filed increasing the capital stock from \$650,000 to \$1,000,000. The following officers were elected: L. Freeman Little, pres.; J. W. McCullough, vice-pres.; A. Y. Allen, treas.; B. E. Munson, sec'y; A. S. Johnson, sales mgr.

DECATUR, ILL.—E. P. Stimmel has resigned as manager of the Beall Improvements Co. and together with R. T. F. Dodds, F. J. Temple, E. D. Bargery and Homer Andrews, have formed a company to build the XXth Century Flour Mill, formerly manufactured by the Beall Improvements Co. The new company will be known as the XXth Century Mill Mfg. Co., with offices and factory here.

MINNEAPOLIS, MINN.—Walter A. Zelnicker Supply Co. has just established permanent offices in this city under the management of R. K. Papin. The offices are located in the Plymouth Bldg.

CHICAGO, ILL.—W. E. Burrell, elevator repair specialist, has moved his office from the Lytton Bldg. to the Nat'l Life Bldg. This change to larger offices was necessitated by greatly increased business.

MINNEAPOLIS, MINN.—C. A. Fitch, for over 16 years manager of the Howe Scale Co. office in this city, recently resigned. He is succeeded by G. H. Taylor, who has been cashier and ass't office manager at the Minneapolis office for over 20 years.

THE INCREASING use of the trade acceptance is resulting in a fuller utilization of the commercial credit of the country, checking the practice of taking unearned and unauthorized discounts and stopping the cancellation of orders and the return of goods without sufficient reasons.

JERSEY CITY, N. J.—Do not put off painting until tomorrow what you should paint today, as paint costs less than rust, or the interest on borrowed upkeep capital, is a statement of the Jos. Dixon Crucible Co. The electric transmission towers of the Niagara, Lockport & Ontario Power Co., Buffalo, N. Y., are painted with Dixon's Silica-Graphite Paint, a paint much used the world over as a construction and maintenance paint by street and steam railroads, electric light concerns, etc.

## New Firm in Elevator Building.

After having had 14 years' experience in the elevator construction business H. Z. Ballinger has established himself at Bloomington, Ill., with offices in the Unity Bldg.

He is prepared to design and build country grain elevators and storage to meet all conditions. For 12 years Mr. Ballinger was with the Burrell Engineering & Construction Co., and then with the Three Americas Co., having spent two years in South America. In 1917 he had 17 construction contracts.



H. Z. Ballinger, Bloomington, Ill.



## Supreme Court Decisions

**Carrier Liable for Deviation from Route.**—When a carrier deviates from a stipulated route, it becomes an insurer, responsible for all loss and damage to the goods, including unavoidable casualty.—*Ely v. Barrett*, Supreme Court of New York. 168 N. Y. Supp. 419.

**Brokers.**—A broker carrying stocks of a customer on margin and rehypothecating them for his own indebtedness is chargeable with "conversion" if he fails to give notice to the customer of a proposed sale of the stock by the new pledgee.—*Mayer v. Monzo*, Court of Appeals of New York. 117 N. E. 948.

**Notice of Claim in Four Months.**—Provision in a uniform B/L, requiring notice of claim for damages to goods to be made within four months after the time when delivery should have been made, is valid under the decisions of the federal courts, and where claim has not been so made, the shipper cannot maintain an action.—*Higgins v. Boston & M. R. Co.* Supreme Court of New Hampshire. 102 Atl. 533.

**Crop Mortgage.**—Where plaintiff's crop mortgage was first executed and duly recorded in the county where the crops were grown prior to the time defendant's agent, under a subsequent mortgage, collected the proceeds of the crop, plaintiff, in equity and good conscience, is entitled to recover the proceeds of the crop from defendant and may maintain an action for money had and received.—*Roy v. Greil*, Court of Appeals of Alabama. 77 South. 64.

**Discharge of Manager.**—A grain elevator, having kept its manager in its service under his contract of employment until it had leased its business, and then discharged him when it no longer required the service of anybody as manager, when sued by him for damages for wrongful discharge, could not fall back on its reserved right to discharge him for failure to do his work satisfactorily.—*Seelman v. Farmers Co-Operative Co. of Northwood*, Supreme Court of Iowa. 165 N. W. 311.

**Failure to Furnish Cars.**—The remedy given by section 2635 of the Civil Code of 1910 and the rules of the Railroad Commission made in pursuance thereof is one in favor of shippers; and one who may have entered a demand for cars, without at that time disclosing his agency for another, cannot recover the penalty thus imposed, where it appears that at the time of the shipment it was disclosed that the cars were intended solely for the use of another, and the B/L was issued in the name of the true owner and shipper of the goods.—*Central of Georgia Ry. Co. v. Rabun*, Court of Appeals of Georgia. 94 S. E. 598.

**Bank Liable for Surrender of B/L.**—The seller of goods, having drawn a draft for the purchase price and attached thereto a B/L, indorsed the draft for collection to plaintiff bank, and plaintiff transmitted the draft with B/L attached to defendant bank, its correspondent, with instructions not to deliver the B/L until the draft was paid. However the B/L was delivered, and plaintiff bank sued defendant to recover the amount of the draft. Held that, as the law implied a promise on the part of defendant to collect the draft and remit the proceeds or return it and the B/L, payment having been refused, plaintiff might maintain an action for the proceeds, despite the equitable interest of the seller, and Code 1907, § 2489, declaring that actions on notes or other contracts for the payment of money must be prosecuted in the name of the party really interested, whether he has the legal title or not.—*Bank of Madrid v. Merchants Nat. Bank*, Court of Appeals of Alabama. 77 South. 167.

**Measure of Damages for Breach of Seed Warranty.**—Where there is an entire failure of germination, and therefore no crop, the measure of damages for the breach of warranty of germination is the amount paid for the seed, plus the cost of planting, plus the value of the use of the land for the cropping season, less the value of its use for a proper purpose to which it might reasonably have been put upon the ascertainment of a failure of germination, and not the value of the crop which would have been raised if the seed had been true to warranty less the cost of planting and producing.—*Moorhead v. Minneapolis Seed Co.* Supreme Court of Minnesota. 165 N. W. 484.

**No Salary to Grain Helper Wrongfully Displaced.**—Where relator, having a position as grain helper in a grain inspection office of the state, was wrongfully discharged by the state civil service commission, but later reinstated under a decision of the superior court in another case, a person eligible under the Civil Service Law (Hurd's Rev. St. 1915-16, c. 24a) for grain helper, who was appointed to fill the vacancy and acted as grain helper for the time that relator remained discharged, was a "de facto employee or officer," and where the salary provided to be paid relator was paid to such person in good faith, relator could not recover such salary.—*People ex rel Franz Sartison v. Walter E. Schmidt*, Chief Grain Inspector. Supreme Court of Illinois. 117 N. E. 1037.

**State Jurisdiction and Failure to Furnish Cars.**—An award by the state court of damages to a shipper for loss by failure of a carrier to furnish cars on demand does not interfere with rate regulation, or the authority of Congress or the Interstate Commerce Commission to prohibit discrimination. A suit to compel an interstate carrier to receive property for transportation from one state to another is within the jurisdiction of the courts, and not of the Interstate Commerce Commission. The state courts have concurrent jurisdiction with the federal courts of causes of action for injuries to interstate shipments of live stock, though such shipments are governed exclusively by the federal law.—*Baird Bros. v. Minn. & St. L. R. Co.* Supreme Court of Iowa. 165 N. W. 412.

**Insurance.**—A fire insurance policy covered grain owned by the insured while contained in its elevators, warehouses, or sheds, "or while in cars on tracks within 100 feet thereof." Fire destroyed the elevator and grain in a railway car on a track within 100 feet thereof. This grain had been loaded by the insured for shipment and a bill of lading had been issued by the railway company. Insured was the consignee, as well as the consignor, and owned the grain in the car. It is held: The grain in the car was covered by the policy. There was no change in the interest or title of the subject of insurance, and no such change in the possession thereof as avoids the policy under the "alienation" clause.—*Dodge Elevator Co. v. Hartford Fire Ins. Co.* Supreme Court of Minnesota. 165 N. W. 487.

**Market Value of Pop Corn.**—In an action on a fire insurance policy for the value of pop corn destroyed by fire, despite the absence of a general market for such corn, plaintiff, to prove its cash market value, was entitled to introduce the best evidence of which such a case is capable. In such action, pop corn not being ready for the consumption market for a period of from one to two years after it is gathered, plaintiff's evidence that for several years the market, such as it was, in a city where he had sold his corn from year to year, was uniformly from 3 to 3½ cents a pound, that such was the market in June after the February in which the corn was destroyed, and that such was the price which he received for the remnant of his crop not destroyed, was the best evidence as to damages which the nature of the case permitted, being in the nature of circumstantial evidence.—*Weaver v. National Fire Ins. Co.* Supreme Court of Iowa. 165 N. W. 223.

## Grain Carriers

WE ARE having a hard time getting cars, having had only one in the last month.—H. R. Lewis, agt., Dobbs Grain Co., Virginia, Neb.

I AM IN favor of stopping shipments of non-essentials and devoting all the equipment of western railroads to the moving of corn and oats, particularly corn.—J. J. Stream, coarse grain administrator.

ORDERS have been placed and accepted recently for 61 locomotive engines for the Chesapeake & Ohio, the Hocking Valley, the Maine Central, the Long Island Railroad, the Illinois Central and the Norfolk & Western.

EMBARGO against loading grain at Illinois points for shipment to St. Louis has been canceled by the Wabash. The Burlington lines have not been able to lift embargo on similar traffic but should be able to do so shortly.

W. P. HEIGEL, Dawn, O., has brought suit against the Big Four for \$455 alleged to have been lost by delay in moving a car of corn. This was a shipment of new corn which reached destination in a badly heated condition.

AUTHORITY to fix rates, for which provision was made in the administration railroad bill, was "deleted" by the Senate Interstate Commerce Com'te. Rate fixing will be left in the hands of the Interstate Commerce Commission.

AMERICA's representative on the Inter-allied Chartering Com'te is Raymond B. Stevens, of the Shipping Board, appointed Jan. 30. The Com'te will sit permanently in London and will handle the shipping problems of Germany's enemies.

TO HARMONIZE grain rates from Lake Michigan, Lake Huron and Detroit with those from Lake Erie ports, the Canadian Pacific has asked the Interstate Commerce Commission for permission to raise the rate ¼ cent per hundred lbs.

FOOD ADMINISTRATOR HOOVER in a conference with Sec'y McAdoo Feb. 3 on the soft corn situation said, "We face a debacle." "We don't deal in those here," answered McAdoo. "What is it you need? Cars?" He was assured the cars would be forthcoming.

WESTERN CANADIAN grain shippers' request for postponement of the increase in grain rates until June 1, 1918, has been granted by the Railway Commission of Canada. The increase in rates on all other commodities has been approved and will become effective Feb. 1.

INSTRUCTIONS to elevator interests in Chicago not to reload empty cars have been issued by the Belt Line Railroad. Shippers claim they have not been furnished empty cars and that the bulk of shipments to the east have been made in cars unloaded and reloaded at the elevators.

REPLYING to the Nebraska Railroad Commission's order that cars be used for soft corn exclusively, O. E. Pearson of the Burlington wired the Commission, "We are loading about 150 box cars daily with grain in Nebraska. It would take ten days to make round trip in grain service. This company is not in favor of carding box cars to be milled exclusively in one service and feel that free movement contributes to better car supply."



ALL CARS arriving at Chicago loaded with grain will be returned empty to delivering line for use in the movement of grain. This order was issued by R. H. Aishton, regional director of railroads, located at Chicago, and is thought will aid materially in getting oats and corn to market.

TRAFFIC OFFICIALS of the Burlington lines state the 1,000 cars which were to have been delivered to that line by the New Haven road, notice of which was given some time ago, have not yet been received. It is thought that not to exceed 50 per cent of them will be suitable for grain loading.

ONE HUNDRED AND TWENTY car loads of shelled corn covered with snow is on the ground near Rosalie, Neb., according to the King Elevator Co., which operates an elevator at that place. The company has informed the railway commission that its elevator is full of corn and it is receiving cars at the rate of only one each week.

MINNEAPOLIS, MINN.—The Interstate Commerce Com'n has further suspended the proposed increases in grain rates out of this market. The first suspension was ordered Sept. 27, and was effective until Jan. 29. Continuation of the order until July 29 has been directed, and hearings on the question will be held later in Washington.

GREAT LAKES shipping interests have lodged a protest with the Shipping Board against the removal of more lake steamers for ocean service, declaring such depletion would seriously interfere with commerce. Forty boats already have been taken from the lakes and the government's plan as given out contemplates the removal of thirty more as soon as the spring thaw sets in.

SOFT CORN of Nebraska must be moved. An order issued by the State Railway Commission, effective throughout the state except Omaha, Lincoln and Rulo provides that "from Jan. 28, 1918, to March 2, 1918, inclusive, not less than 80 per cent of the cars apportioned to regular shippers at stations in Nebraska under the car distribution rules adopted by the Commission on Dec. 22, 1917, be loaded with corn of a moisture content of 20 per cent or greater only." Responsibility for following the order is placed on the shipper, the carrier having no facilities for determining the moisture content. The minimum moisture may be lowered to 19 per cent.

TRANS-ATLANTIC shipping has been placed in charge of a com'ite known as the Inter-Allied Marine Council, which will have charge of all allied and neutral boats entering and leaving American ports. The work will be carried out under the direction of P. A. S. Franklin, chairman, who is president of the International Mercantile Marine, H. H. Raymond, head of the Clyde and Mallory steamship lines, and Sir Connop Guthrie, director of shipping in America and Great Britain. This organization is given authority and will have direction of allocation of all shipping, both freight and passenger; the pooling of all shipping facilities; distribution of shipping to the navigating companies and allotment to the nations; assembling of all vessels for convoy, thus doing away with causes of delay, designation of new trans-Atlantic port terminals and appointment of controllers for each port; diversion of war supplies to facilitate short hauls, prevent delays and expedite loading and unloading, and the adjustment of freight rates.

AS THE law at present stands, this Commission could not on its own initiative and in the absence of a general investigation in which carriers are given an opportunity to be heard, lay down a rule which would be legally binding upon those carriers; then after such investigation and hearing it could be made applicable only in connection with interstate transportation, unless discrimination in favor of state transportation were shown. —Interstate Commerce Commissioner B. H. Meyer.

SHIFTING TRAFFIC from the most seriously congested gateways to those of lesser congestion is to be the outcome of a study undertaken by the Traffic Investigation, Com'ite, consisting of B. L. Winchell, Chicago, Traffic Director of the Union Pacific, G. F. Randolph, New York, head of a number of trunk line com'ites, and T. C. Powell, Cincinnati, vice president of the Southern Railway, appointed by Director General McAdoo, and announced Feb. 5. This com'ite will study the country's traffic currents, making a survey based on national operation with a view of routing traffic over the most economical route regardless of ownership.

EFFECTIVE March 15, rates to Pacific Coast terminals from the eastern seaboard and interior points will be raised to the level of rates to Denver, Spokane, Salt Lake City and Reno. This disposition of the complaint of the intermountain cities removes from the docket of the Interstate Commerce Commission and the courts the longest drawn out rate controversy of the country. Lower rates to Pacific Coast ports were made because of water competition. The new rates will remain in force until peace is restored or until competition of carriers by water forces a reopening of the problem. Rates on commodities are involved and the settlement means an increase of about 40 per cent. No change is made in class rates.

## Books Received

OUR RED BOOK, 1917 edition, makes its familiar and welcome appearance. It is filled, as usual, with statistical information up to January 1, 1918, also crop, import and export data, and data on stocks, cotton, grain, crops, provisions, live stock, seeds, and about everything else in this line that the busy office man wants to know. Howard, Bartels & Co., Chicago, are the compilers and publishers.

BANK AND PUBLIC HOLIDAYS, for 1918 thruout the world are published in attractive book form by the Guaranty Trust Co., of New York. Contents are arranged in two parts, one a calendar for 1918, showing countries where holidays are observed on each date. The second part is composed of countries of the world arranged alphabetically, with a list of the principal holidays in each. The book is distributed with the compliments of the publishers.

USING FERTILIZER FOR INCREASING MY CORN YIELD, is a neatly printed eight page folder, by Fred Suhre, Indiana's champion corn grower for 1916. This grower found a way to raise 19 extra bus. of corn on each acre for a total outlay of 8 cents a bus. the first year. And then he tells in detail the story of the use of fertilizers, what to use and how to use it. Grain dealers can secure copies for distribution to their farmer trade by applying to the nearest Swift & Co., office, or to the main office in Chicago.

THERE are other publications, but there is only one

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## Patents Granted

**1,254,200. Seed Testing Tray.** Frank A. Burgess, Geneva, Ill. Pins are inserted at regular intervals on the edge of a tray and cord fastened to each pin divides the area of the tray into small squares, facilitating the work of keeping record of seed germination.

**1,254,371. Bag Holder.** Robert Lewis Smith, Toronto, Canada. This has a rigid frame with hook supports for the bag on one side and hopper on the opposite side. Arms, pivotally secured to the frame, extend around the hopper and are equipped to grip the bag. Means for clamping the bag also are provided. The arms are swung outwardly by a spring arrangement to clear the bag.

**1,253,948. Sack Holder.** Napoleon Dugas, Little Falls, Minn. This device consists of a block in which pins are set in spaced relation and provided with heads at the outer ends. A lever with stem extending thru the block is provided with spring to guard against rotation, also a gripping finger from the lever fitting between the pins to carry material between them and clamping them between the gripping finger and the pins.

**1,254,008. Wheat Scalping and Conditioning Machine.** Joseph H. Heishman, Port Huron, Mich. A cylindrical casing is employed with inlet and discharge openings at opposite ends. Radially extending paddle blades are provided to serve as agitators, the blades being apertured and the contact surfaces roughened. The blades are secured to their respective bars in staggered relation and with adjacent blades on each bar in reversely angled position.

**1,254,378. Seed Corn Drier.** Ole G. Vold, Forest City, Ia. This is a rack with sections, each of which has ends, bottom and side wall, with frame for each section adapted to be opposite the side walls. Means are provided to secure the frame to the ends and to slide within the section and be locked, the open sides being adjacent to each other. This permits free circulation of air around the ears of corn which are loosely supported to permit the introduction of large ears of corn.

**1,253,951. Machine for Separating and Cleaning Grain.** William Henry Ford, Niagara Falls, N. Y., assignor to Shredded Wheat Co., Niagara Falls, N. Y. Two reciprocatory separators are set in line with each other and with their direction of motion on frame and tracks. Boxes are secured to the frame midway between the tracks and the separators, with transverse shaft with central and side cranks opposite to and of length equal to that of the central crank and the plane thereof, with springs connecting with the base frame and pitman substantially in the place of said

tracks between the separators and the cranks. The pitman is central and of substantially in the same longitudinal vertical plane as the centers of gravity of the separators.

### Good Coopering Makes Cars Available.

John Dower, supervisor of weights of the St. Louis Merchants Exchange, in his annual report states that: "The coopering of cars at terminals is good as far as it goes but it does not meet the requirements of this time of stress and we feel satisfied that many cars, say 10% at least of the whole, could be made fit for bulk grain by special coopering of floor, sides and ends with burlap, and some cars can be reinforced with sectional grain doors where minor defects are apparent in body of car.

"We note many apparently unfit cars coming from country points under heavy loads showing no leakage but thoroughly coopered in this manner and which could not be used otherwise; these cars are invariably rejected here for bulk grain loading by Carriers' Car Inspector although the body is physically sound and could be forwarded under a load if specially coopered in the manner suggested, and we would supplement the efforts in this direction by an interchange between freight platform and industries with grain elevators of cars unfit for bulk grain but capable of carrying rough and bulky freight.

"Relative to 15 per cent excess weight over marked capacity permissible in loading grain under recent order, it can be said that many of the cars, although meeting axle strength requirements, are decidedly infirm in box construction and it will be necessary to examine carefully the general condition of cars before loading excess tonnage."

MEMBERS OF EXCHANGES and other business organizations, under the terms of a new ruling by Internal Revenue Commissioner Daniel C. Roper, are not required to pay taxes on their dues. The act of Oct. 3, 1917, is construed to apply only to social, athletic, sporting, etc., associations.

ALL FOREIGN insurance companies were ordered to secure a license to do business in the United States by Feb. 1, or go out of business. Enemy and enemy ally insurance companies have been estopped from writing new business, but are permitted to carry out existing contracts. Licenses are being issued to neutral country insurance companies with strict regulations covering the transmission of information to the other side.

### Millers Mutual Fire Insurance Ass'n, of Illinois.

Substantial progress is shown by the annual report of the Millers Mutual Fire Insurance Ass'n, of Illinois. During the last five years the amount of insurance in force has increased \$22,500,000, or 120 per cent, cash surplus has increased \$280,000, or 87 per cent, dividends to members have been increased from 55 per cent to 65 per cent.

Total assets of the association are placed at \$894,085.38, of which \$675,086 is in bonds, the par value of the bonds being \$681,450.

Insurance in force, Dec. 31, 1917, was \$41,203,020.59, against \$34,010,102.93 Dec. 31, 1916. Much of this increase is due to the appreciation in the value of grain, grain products, machinery, supplies and buildings.

Policies issued by this company covering elevator risks (Mutual business), total \$11,793,391.32, against \$10,315,773.32 on Dec. 31, 1916. Cash business totals were \$5,579,893.50, Dec. 31, 1917, against \$7,803,697.84 Dec. 31, 1916. The totals for all elevator business were \$17,373,284.82, for Dec. 31, 1917, and \$18,119,471.16 for Dec. 31, 1916.

Net fire losses for the year were \$318,918.80. Total disbursements for the year were \$405,044.89. Income aggregated \$505,448.54, of which \$235,277.49 was from net premiums and \$183,740.18 from assessments.

### Elevator Guarded Against Incendiaries.

The Halliday Elevator at Cairo is said to be more thoroly protected against night prowlers than any grain elevator in the west. Its entire grounds are surrounded by an 8 ft. barbed wire fence and an arc light illuminates each side of the elevator. Two watchmen patrol outside the fence and telephone in reports every 15 minutes. When either of them fail to report within the given time, the receiving operator calls the police and an investigation is conducted.

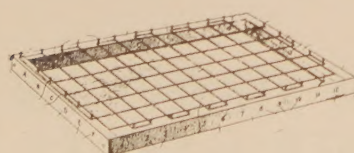
Inside the fence two special watchmen are checked up by a regular time clock service.

This half million bushel house has been busily occupied handling grain for months. All of its workmen are sworn deputies armed to shoot. Signs on the high fence guarding the property and at gateways, warn the public against trespassing, as they are in danger of being shot.

If every elevator man had taken the same precaution to protect his property, many grain storehouses and much valuable grain would have been saved during the past year.

HAY DEALERS' license application blanks have been sent in large quantity to the National Hay Ass'n, which will forward a complete set to any hay dealer sending 6 cents for postage to Sec'y J. Vining Taylor, Winchester, Ind.

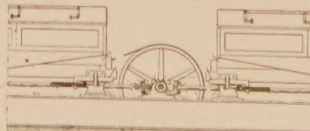
ROBERT G. RACKMAN, while unloading bags from a box car at the plant of the Albert Dickinson Co., Minneapolis, Minn., scratched one hand. The cut was only one-half inch and he worked the following two days, but on the third day blood poisoning set in and he died a week later. Holding that his death was due to a scratch received in the course of his employment the Supreme Court of Minnesota on Dec. 14 gave judgment against the company and the casualty insurance company carrying its risks.



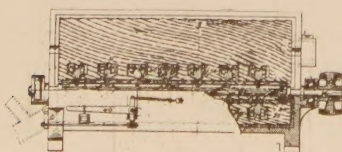
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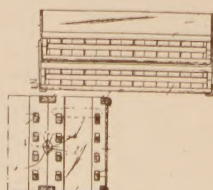
1,253,948



1,253,951



1,254,008.



1,254,378.



1,254,371



# The GRAIN DEALERS JOURNAL.

## Tri-State Mutual Annual.

The annual report of the Tri-State Mutual Grain Dealers Fire Insurance Co., of Luverne, Minn., for the year ending Dec. 31 shows an increase in the amount of insurance in force during the year from \$3,975,915 to \$3,590,264.

Since the annual meeting on July 10 there was but one total fire loss reported, amounting to \$1,500; and the net fire losses for 1917 have been \$21,093.51. Gross assets Dec. 31 were \$56,819.03, against ledger assets of \$48,337.70 on Dec. 31, 1916, the present assets including \$54,428 cash in banks.

Gross premiums for 1917 were \$64,293.58; return premiums, \$8,266.53; reinsurance paid, \$10,224.36; interest on deposits in banks, \$1,898.16; commissions, \$282.28; adjustment account, \$71.07; making total income \$96,491.90.

Disbursements for office stationery, legal expense, insurance department fees and taxes, salaries and other expenses were \$5,781.90; dividends to policyholders, \$14,167.75, which, with losses, made a total of \$41,043.16, and left a balance of \$55,448.74. The dividend returned to policyholders in 1917 was 35 per cent and since the company's organization in 1902 \$186,861 has been paid in dividends.

## Ohio Grain Dealers' Mutual Fire Insurance Ass'n.

Insurance is being carried by the Ohio Grain Dealers' Mutual Fire Insurance Ass'n on a basis of 33 per cent of the cost in stock companies. The loss ratio to income for 1917, on a full stock company premium, was 21 per cent; the expense ratio 16 per cent. The loss ratio per \$100 at risk on average amount of insurance in force during 1917 was 70 cents.

Insurance in force Dec. 31, 1917, was \$1,407,600, evidenced by 666 policies, the average per policy being \$2,113.00.

Cash on hand at the close of the previous year's business was \$10,349.25; receipts for 1917 were \$18,800.18, grand total, \$29,149.43. Total disbursements were \$15,654.54, of which \$9,462.14 was paid out on fire losses and \$6,192.40 for operating and general expenses.

Cash assets admitted by Ohio Insurance Department were \$13,494.89, proceeds of assessment No. 2 were \$5,312.11, furniture and fixtures, \$800, total net assets or surplus, \$19,607. The organization has no liabilities.

Cost of insurance carried during 1917 was about \$1 for each \$100 at risk, which is about one third of the cost of insurance in stock companies.

## Insurance Notes.

WICHITA, KAN.—Ed. Holloran, formerly Northwestern representative for the Grain Dealers Fire Ins. Co., has been transferred and now represents the company in Kansas and Oklahoma with headquarters at this place.

ELEVATOR FIRE LOSSES in South Dakota are reported by State Fire Marshal Crans

to have been \$65,315 in 8 fires in 1916; and in 1917 \$202,173 in 18 fires. Of the 1917 fires 6 occurred after the declaration of war on Apr. 6.

STATE FIRE MARSHAL S. E. CRANS of Lead, S. D., says there is a good deal of guesswork in charging the destruction of grain elevators to the pro-Germans and I. W. W., as in only two cases has it been proved that the fires thought to be incendiary were due to them. "From my investigation it seems much more likely that many grain elevators were destroyed

thru carelessness rather than deliberate incendiarism. We are inspecting all elevators and making recommendations, which are usually complied with, but in some instances they do not seem to care." A story has been going the rounds of the press that a South Dakota elevator man found a black bottle in a bin of corn, and that when the bottle was opened it burst into flame, as it contained phosphorous planted by I. W. W.'s. The owner of the elevator states that there is absolutely no basis for the story.

## KEEP YOUR HOUSE LOCKED

It makes little difference where we lay the blame, the fact remains we are having too many mysterious elevator fires. Therefore, it behooves every man to look out for his own. Keep your house well locked at nights and on Sundays. Keep your eyes open during the day. Don't admit strangers unless they have proper credentials. Many towns have volunteer organizations who do night patrol duty. Why wouldn't such an organization be a good thing for your town?

Fitzgerald & McCotter

Western Managers

OMAHA, NEB.



INDIANAPOLIS IND

C. A. McCotter

Secretary

INDIANAPOLIS, IND.

A fire from any cause will be a calamity; a careless fire will be a crime.

## ORGANIZED 1902

## Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM

Ask about the "TRI-STATE PLAN" for short term grain insurance.

E. H. MORELAND, Secretary

## NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

## MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

### REPRESENTING:

MILLERS NATIONAL INSURANCE CO.  
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.  
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.  
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.  
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.  
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.  
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Lansing, Mich.

## INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

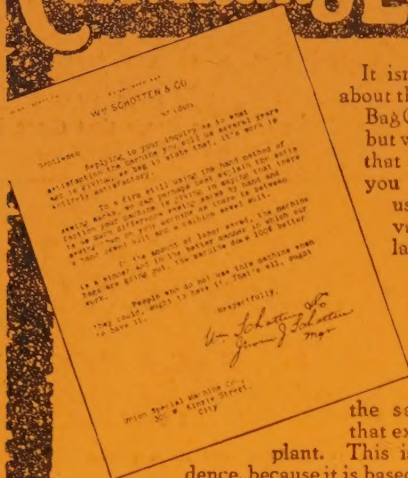
DES MOINES, IOWA

F. D. MILLIGAN, Pres't GEO. A. WELLS, Sec'y

Write for Information Regarding Short Term Grain Insurance



## Convincing Evidence



It isn't what *we* say about the Union Special Bag Closing Machine, but what its *users* say, that should convince you of the practical usefulness of this valuable time and labor saver for your use.

Read this letter from a concern that is using it—

under exactly the same conditions that exist in your own

plant. This is unbiased evidence, because it is based on the most critical test under actual working conditions.

You'll experience the same satisfaction, and the same enthusiasm for the Union Special Bag Closing Machine when you try it out in your plant.

It enables one man to close as many bags as four men sewing by hand—and it gives you a 100% better job!

Write for illustrated book showing just how it works, and what it does—and write today!



**UNION SPECIAL MACHINE CO.**  
300 W. KINZIE ST. CHICAGO

## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price \$2.75.

## GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

## CORN DRIERS

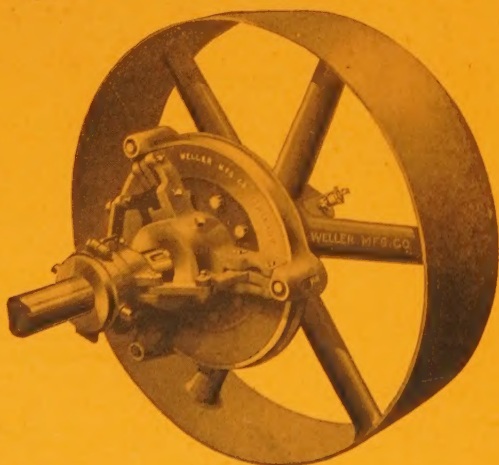
Are in exceptional demand and we suggest that you place your order at the earliest possible date to avoid disappointment on delivery.

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We have a clutch to suit every condition or requirement. Fully described in our new

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## SPECIAL NOTICE



We have moved into our new factory at 1004-6 Lynedale Avenue North, where we have greatly enlarged and better facilities for handling our increasing business. We are the sole manufacturer of Bryant Auto-

matic oil filters and DAY'S patented ventilating cap as well as our dust collectors and dust collecting systems. Watch for our next ad. When in need of anything in our line, write

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